

# NACOmatic

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## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## ALEXANDRIA, LA

ESLER RGNL ..... RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 26

NA when local weather not available.

## BASTROP, LA

MOREHOUSE  
MEMORIAL ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN:  
RYAN FIELD ..... ILS or LOC Rwy 13<sup>12</sup>  
ILS or LOC Rwy 22R<sup>124</sup>  
NDB Rwy 31<sup>23</sup>  
RADAR-1<sup>2</sup>  
RNAV (GPS) Rwy 4L<sup>4</sup>  
RNAV (GPS) Rwy 22R<sup>4</sup>  
RNAV (GPS) Rwy 31<sup>4</sup>  
VOR Rwy 4L<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>4</sup>NA when local weather not available.

## BAY ST LOUIS, MS

STENNIS INTL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR-A

NA when local weather not available.

## BOGALUSA, LA

GEORGE R CARR MEMORIAL  
AIR FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## NAME ALTERNATE MINIMUMS

## COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE  
RGNL ..... ILS or LOC Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## CORINTH, MS

ROSCOE TURNER ..... ILS or LOC Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## DERIDDER, LA

BEAUREGARD RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## GALLIANO, LA

SOUTH LAFOURCHE LEONARD  
MILLER JR ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## GREENVILLE, MS

MID DELTA RGNL ..... ILS or LOC Rwy 18L<sup>1</sup>  
NDB Rwy 36L<sup>1</sup>  
NDB Rwy 36R<sup>1</sup>  
RNAV (GPS) Rwy 18L<sup>2</sup>  
RNAV (GPS) Rwy 18R<sup>2</sup>  
RNAV (GPS) Rwy 36L<sup>2</sup>  
RNAV (GPS) Rwy 36R<sup>2</sup>  
VOR/DME Rwy 18L<sup>2</sup>  
VOR/DME Rwy 18R<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## GREENWOOD, MS

GREENWOOD-LEFLORE . ILS or LOC Rwy 18<sup>1</sup>  
VOR Rwy 5<sup>2</sup>

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2¾

NAME ALTERNATE MINIMUMS

**GULFPORT, MS**

GULFPORT-BILOXI

INTL ..... ILS or LOC Rwy 14<sup>12</sup>  
 ILS or LOC/DME Rwy 32<sup>12</sup>  
 ILS or LOC Rwy 35<sup>3</sup>  
 RADAR-1<sup>24</sup>  
 RNAV (GPS) Rwy 14<sup>3</sup>  
 RNAV (GPS) Rwy 18<sup>3</sup>  
 RNAV (GPS) Rwy 32<sup>3</sup>  
 RNAV (GPS) Rwy 36<sup>3</sup>  
 VOR/DME or TACAN Rwy 14<sup>4</sup>  
 VOR/DME or TACAN Rwy 32<sup>4</sup>

<sup>1</sup>ILS, Categories B,C,D, 700-2; Category E, 800-2½. LOC, Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category E, 800-2½.

**HAMMOND, LA**

HAMMOND NORTHSORE

RGNL ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 31

NA when local weather not available.

**HATTIESBURG, MS**

HATTIESBURG BOBBY L. CHAIN

MUNI ..... RNAV (GPS) Y Rwy 13  
 RNAV (GPS) Z Rwy 13  
 VOR Rwy 13<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1900-2; Categories C, D, 1900-3.

**HATTIESBURG/LAUREL, MS**

HATTIESBURG-LAUREL

RGNL ..... ILS Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 18<sup>23</sup>  
 RNAV (GPS) Rwy 36<sup>2</sup>

<sup>1</sup>NA when control zone not in effect.

<sup>2</sup>NA when local weather not available.

**HOUMA, LA**

HOUMA-

TERREBONNE ..... Copter VOR/DME 12<sup>1</sup>  
 ILS or LOC Rwy 18<sup>123</sup>  
 RNAV (GPS) Rwy 12<sup>14</sup>  
 RNAV (GPS) Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 30<sup>1</sup>  
 RNAV (GPS) Rwy 36<sup>1</sup>  
 VOR/DME Rwy 30<sup>1</sup>  
 VOR Rwy 12<sup>124</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

<sup>4</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**JACKSON, MS**

HAWKINS FIELD ..... ILS Rwy 16<sup>1</sup>  
 RNAV (GPS) Rwy 16<sup>2</sup>  
 RNAV (GPS) Rwy 34<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

**JACKSON-EVERS**

INTL ..... ILS or LOC Rwy 34L<sup>12</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 16L<sup>3</sup>  
 RNAV (GPS) Rwy 16R<sup>3</sup>  
 RNAV (GPS) Rwy 34L<sup>3</sup>  
 RNAV (GPS) Rwy 34R<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 700-2½. LOC, Category E, 800-2½.

<sup>3</sup>NA when local weather not available.

**LAFAYETTE, LA**

LAFAYETTE

RGNL ..... ILS or LOC/DME Rwy 4R<sup>13</sup>  
 ILS or LOC Rwy 22L<sup>23</sup>  
 RNAV (GPS) Rwy 4R<sup>1</sup>  
 RNAV (GPS) Rwy 22L<sup>1</sup>  
 RNAV (GPS) Rwy 29<sup>1</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

**LAKE CHARLES, LA**

CHENNAULT INTL ..... ILS or LOC Rwy 15<sup>12</sup>  
 VOR Rwy 33<sup>12</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category E, 900-3.

LAKE CHARLES RGNL ..... ILS or LOC Rwy 15  
 LOC BC Rwy 33

NA when control tower closed.

**MC COMB, MS**

MC COMB/PIKE COUNTY/

JOHN E LEWIS FIELD ..... ILS or LOC Rwy 15  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 33  
 VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MERIDIAN, MS**

KEY FIELD ..... ILS or LOC Rwy 1<sup>123</sup>  
 ILS or LOC Rwy 19<sup>23</sup>  
 RNAV (GPS) Rwy 1<sup>34</sup>  
 RNAV (GPS) Rwy 4<sup>34</sup>  
 RNAV (GPS) Rwy 19<sup>34</sup>  
 RNAV (GPS) Rwy 22<sup>34</sup>  
 VOR-A<sup>34</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2; Category E, 900-3.  
 LOC, Category E, 900-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category E, 900-3.

**MONROE, LA**

MONROE RGNL ..... ILS or LOC Rwy 4  
 ILS Rwy 22

NA when control tower closed.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS  
 COUNTY ..... RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36  
 VOR/DME Rwy 13

NA when local weather not available.

**NEWIBERIA, LA**

ACADIANA RGNL ..... ILS Rwy 34<sup>1</sup>  
 RNAV (GPS) Rwy 16<sup>2</sup>  
 RNAV (GPS) Rwy 34<sup>2</sup>  
 VOR or TACAN Rwy 16<sup>13</sup>  
 VOR/DME Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category E, 900-3.

**NEW ORLEANS, LA**

LAKEFRONT ..... ILS or LOC Rwy 18R<sup>1</sup>  
 RNAV (GPS) Rwy 18R  
 RNAV (GPS) Rwy 36L  
 VOR/DME Rwy 36L

NA when local weather not available.

<sup>1</sup>Category D, 700-2.

LOUIS ARMSTRONG

NEW ORLEANS INTL ..... LOC Rwy 19  
 Category D, 800-2¼.

**OAKDALE, LA**

ALLEN PARISH ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**OLIVE BRANCH, MS**

OLIVE BRANCH ..... ILS or LOC Rwy 18<sup>12</sup>  
 RNAV (GPS) Rwy 18

NA when local weather not available.

<sup>1</sup>ILS, Categories, A,B,C,D, 700-2.

<sup>2</sup>NA when control tower closed.

**PASCAGOULA, MS**

TRENTLOTT INTL ..... ILS or LOC Rwy 17<sup>12</sup>  
 RNAV (GPS) Rwy 17<sup>2</sup>  
 RNAV (GPS) Rwy 35<sup>2</sup>  
 VOR-A<sup>23</sup>

<sup>1</sup>ILS, 700-2.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

**PATTERSON, LA**

HARRY P. WILLIAMS  
 MEMORIAL ..... VOR/DME-A  
 Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

**PICAYUNE, MS**

PICAYUNE MUNI ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

**RAYMOND, MS**

JOHN BELL WILLIAMS .... RNAV (GPS) Rwy 12  
 RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 900-2¼.

**SHREVEPORT, LA**

SHREVEPORT  
 DOWNTOWN ..... RNAV (GPS) Rwy 14  
 VOR Rwy 14

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2¼.

SHREVEPORT

RGNL ..... ILS or LOC Rwy 14<sup>1</sup>  
 LOC Rwy 5<sup>1</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>

<sup>1</sup>Category E, 900-3.

<sup>2</sup>Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## STARKVILLE, MS

GEORGE M BRYAN ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR/DME-A

NA when local weather not available.

## SULPHUR, LA

SOUTHLAND FIELD ..... LOC Rwy 15  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
VOR/DME-A

NA when local weather not available.

## TALLULAH, LA

VICKSBURG TALLULAH RGNL .... LOC Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## TUNICA, MS

TUNICA MUNI ..... ILS or LOC Rwy 35  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

## TUPELO, MS

TUPELO RGNL ..... ILS or LOC Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36


NA when local weather not available.

# RADAR INSTRUMENT APPROACH MINIMUMS

**BARKSDALE AFB (KBAD), LA** (Bossier City) (Amdt 1, 08129 USAF) **ELEV 166**  
**RADAR<sup>1</sup> - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR <sup>2</sup>	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR <sup>3</sup>	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

<sup>1</sup>Opr 1200-0500Z++. <sup>2</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. <sup>3</sup>Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

**BATON ROUGE, LA** Amdt. 10C, JUN 5, 2008 (FAA) **ELEV 70**  
**BATON ROUGE METROPOLITAN: RYAN FIELD**  
**RADAR - 120.3 278.3** 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	31		ABCD	440-1¼	371	(400-1¼)				
	13		ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
			D	620-1¾	551	(600-1¾)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)
			D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

# RADAR INSTRUMENT APPROACH MINIMUMS

## DE RIDDER, LA BEAUREGARD RGNL

Orig, MAR 12, 2009 (FAA)

ELEV 204

RADAR - 123.7 254.8 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	36		AB	<b>620</b> -1	423 (500-1)	CD	<b>620</b> -1½	423 (500-1½)
	18		AB	<b>700</b> -1	498 (500-1)	C	<b>700</b> -1½	498 (500-1½)
			D	<b>700</b> -1½	498 (500-1½)			
CIRCLING			AB	<b>700</b> -1	496 (500-1)	C	<b>700</b> -1½	496 (500-1½)
			D	<b>760</b> -2	556 (600-2)			

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

## GULFPORT, MS

AMD. 6A, MAR 12, 2009 (FAA)

ELEV 28

## GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		ABC	<b>440</b> /40	412 (500-¾)	DE	<b>440</b> /50	412 (500-1)
	14		AB	<b>440</b> /24	413 (500-½)	C	<b>440</b> /40	413 (500-¾)
			DE	<b>440</b> /50	413 (500-1)			
CIRCLING			A	<b>500</b> -1	472 (500-1)	B	<b>660</b> -1	632 (700-1)
			C	<b>660</b> -1¾	632 (700-1¾)	D	<b>660</b> -2	632 (700-2)
			E	<b>820</b> -2¾	792 (800-2¾)			

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.



# RADAR INSTRUMENT APPROACH MINIMUMS

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

### JACKSON-EVERS INTL

RADAR- 123.9 317.7  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	16R		AB	<b>740</b> -1	421 (500-1)		CD	<b>740</b> -1½	421 (500-1¼)
			E	<b>740</b> -1½	421 (500-1½)				
			DE	<b>740</b> /24	429 (500-½)				
	16L		AB	<b>740</b> /50	429 (500-1)	C	<b>740</b> /40	429 (500-¾)	
			D	<b>800</b> /24	472 (500-½)				
			D	<b>800</b> /50	472 (500-1)				
	34L		AB	<b>800</b> /24	472 (500-½)	C	<b>800</b> /40	472 (500-¾)	
			D	<b>800</b> /50	472 (500-1)				
			D	<b>820</b> /50	474 (500-1)				
	34R		AB	<b>820</b> -1½	474 (500-1½)	E	<b>820</b> -1¼	474 (500-1¼)	
			D	<b>820</b> -1½	474 (500-1½)				
			D	<b>820</b> -1½	474 (500-1½)				
CIRCLING			A	<b>840</b> -1	494 (500-1)	B	<b>880</b> -1	534 (600-1)	
			C	<b>880</b> -1½	534 (600-1½)				
			E	<b>940</b> -2	594 (600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALS R.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

## JOE WILLIAMS NOLF (KNJW), MS (Moscow) (09351 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR <sup>1</sup>	31		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			DE	<b>1120</b> -2	581 (600-2)
CIR <sup>1</sup>	All Rwy		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			D	<b>1120</b> -2	581 (600-2)
			E	<b>1160</b> -2¼	621 (700-2¼)

<sup>1</sup>Procedure NA at night.

## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

### LAFAYETTE RGNL

RADAR - 121.1 363.0 

			DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
	RWY	GS/TCH/RPI	CAT			CAT			
ASR	29		ABC	<b>400</b> -1	358 (400-1)	D	<b>400</b> -1¼	358 (400-1¼)	
			AB	<b>480</b> -1	440 (500-1)	C	<b>480</b> -1¼	440 (500-1¼)	
			D	<b>480</b> -1½	440 (500-1½)				
	11		AB	<b>560</b> -1	518 (600-1)	C	<b>560</b> -1½	518 (600-1½)	
			D	<b>560</b> -1¼	518 (600-1¼)				
CIRCLING			A	<b>560</b> -1	517 (600-1)	B	<b>580</b> -1	537 (600-1)	
			C	<b>580</b> -1½	537 (600-1½)	D	<b>660</b> -2	617 (700-2)	



# RADAR INFORMATION APPROACH MINIMUMS

## LAKE CHARLES, LA CHENNAULT INTL

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

RADAR - 119.8 282.3  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	33		AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
			DE	<b>540</b> -1¾	523 (600-1¾)			
	15		AB	<b>560</b> -½	544 (600-½)	C	<b>560</b> -1	544 (600-1)
			D	<b>560</b> -1½	544 (600-1½)			544 (600-1½)
CIRCLING			AB	<b>580</b> -1	563 (600-1)	C	<b>580</b> -1½	563 (600-1½)
			D	<b>580</b> -2	563 (600-2)		<b>880</b> -3	863 (900-3)

### LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33		AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
			DE	<b>540</b> -1¾	523 (600-1¾)			
	15		AB	<b>580</b> -½	564 (600-½)	C	<b>580</b> -1	564 (600-1½)
			D	<b>580</b> -1½	564 (600-1½)			564 (600-1½)
CIRCLING			AB	<b>600</b> -1	583 (600-1)	C	<b>600</b> -1½	583 (600-1½)
			D	<b>600</b> -2	583 (600-2)		<b>900</b> -3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.


Procedure not available when Lake Charles Approach Control closed.

For inoperative MALSR, increase Category E visibilities ½ mile.

## LAKE CHARLES, LA LAKE CHARLES RGNL

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

RADAR - 119.35 353.75  NA


	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5		ABC	<b>380</b> -1	366 (400-1)	D	<b>380</b> -1¼	366 (400-1¼)
	33		ABC	<b>380</b> -¾	368 (400-¾)	D	<b>380</b> -1¼	368 (400-1¼)
	23		AB	<b>440</b> -1	425 (500-1)	CD	<b>440</b> -1¼	425 (500-1¼)
	15		AB	<b>440</b> /24	428 (500-½)	C	<b>440</b> /40	428 (500-¾)
			D	<b>440</b> /50	428 (500-1)			
			A	<b>440</b> -1	425 (500-1)	B	<b>480</b> -1	465 (500-1)
CIRCLING			C	<b>480</b> -1½	465 (500-1½)	D	<b>580</b> -2	428 (500-2)

When control tower closed, procedure NA.

# RADAR INSTRUMENT APPROACH MINIMUMS

**MERIDIAN NAS (KNMM),** (Mc CAIN FIELD), MS (09295 USN)

**ELEV 316**

**RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6** 

				DA/ MDA-VIS	HAT/ HATH/ HAA	
	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>			<b>CEIL-VIS</b>
PAR <sup>1</sup>	19L <sup>2</sup>	3.0°/48/1124	ABCDE	416- <sup>1</sup> / <sub>4</sub>	100	(100- <sup>1</sup> / <sub>4</sub> )
	1L <sup>3</sup>	3.0°/35/764	ABCDE	453- <sup>1</sup> / <sub>2</sub>	200	(200- <sup>1</sup> / <sub>2</sub> )
	1R	3.0°/38/874	ABCDE	470- <sup>3</sup> / <sub>4</sub>	200	(200- <sup>3</sup> / <sub>4</sub> )
	19R	3.0°/37/881	ABCDE	494- <sup>3</sup> / <sub>4</sub>	200	(200- <sup>3</sup> / <sub>4</sub> )
PAR W/O GS <sup>1</sup>	19R		ABCDE	640-1 <sup>1</sup> / <sub>4</sub>	346	(400-1 <sup>1</sup> / <sub>4</sub> )
	1R		ABCDE	660-1 <sup>1</sup> / <sub>4</sub>	390	(400-1 <sup>1</sup> / <sub>4</sub> )
	19L <sup>4</sup>		AB	740- <sup>1</sup> / <sub>2</sub>	424	(500- <sup>1</sup> / <sub>2</sub> )
			CD	740- <sup>3</sup> / <sub>4</sub>	424	(500- <sup>3</sup> / <sub>4</sub> )
			E	740-1	424	(500-1)
			AB	760- <sup>3</sup> / <sub>4</sub>	507	(500- <sup>3</sup> / <sub>4</sub> )
	1L <sup>5</sup>		CD	760-1	507	(500-1)
			E	760-1 <sup>1</sup> / <sub>4</sub>	507	(500-1 <sup>1</sup> / <sub>4</sub> )
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1 <sup>1</sup> / <sub>4</sub>	375	(400-1 <sup>1</sup> / <sub>4</sub> )
	19R		AB	700-1	406	(400-1)
			C	700-1 <sup>1</sup> / <sub>4</sub>	406	(400-1 <sup>1</sup> / <sub>4</sub> )
			DE	700-1 <sup>1</sup> / <sub>2</sub>	406	(400-1 <sup>1</sup> / <sub>2</sub> )
	1R		AB	700-1	430	(400-1)
			C	700-1 <sup>1</sup> / <sub>4</sub>	430	(400-1 <sup>1</sup> / <sub>4</sub> )
			DE	700-1 <sup>1</sup> / <sub>2</sub>	430	(400-1 <sup>1</sup> / <sub>2</sub> )
	19L <sup>6</sup>		AB	780- <sup>1</sup> / <sub>2</sub>	464	(500- <sup>1</sup> / <sub>2</sub> )
			C	780- <sup>3</sup> / <sub>4</sub>	464	(500- <sup>3</sup> / <sub>4</sub> )
			D	780-1	464	(500-1)
			E	780-1 <sup>1</sup> / <sub>4</sub>	464	(500-1 <sup>1</sup> / <sub>4</sub> )
	1L <sup>7</sup>		AB	760- <sup>1</sup> / <sub>2</sub>	507	(500- <sup>1</sup> / <sub>2</sub> )
			CD	760-1	507	(500-1)
			E	760-1 <sup>1</sup> / <sub>4</sub>	507	(500-1 <sup>1</sup> / <sub>4</sub> )
CIR	All Rwy <sup>8</sup>		AB	820-1	504	(600-1)
			C	820-1 <sup>1</sup> / <sub>2</sub>	504	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	880-2	564	(600-2)
			E	1060-2 <sup>3</sup> / <sub>4</sub>	744	(800-2 <sup>3</sup> / <sub>4</sub> )

<sup>1</sup>No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. <sup>2</sup>When ALS inop, increase vis All CAT to <sup>1</sup>/<sub>2</sub> mile. <sup>3</sup>When ALS inop, increase vis All CAT to <sup>3</sup>/<sub>4</sub> mile. <sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1<sup>1</sup>/<sub>4</sub> miles, CAT E to 1<sup>1</sup>/<sub>2</sub> miles. <sup>5</sup>When ALS inop, increase vis CAT AB to 1<sup>1</sup>/<sub>4</sub> miles, CAT CD to 1<sup>1</sup>/<sub>2</sub> miles, CAT E to 1<sup>1</sup>/<sub>4</sub> miles. <sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1<sup>1</sup>/<sub>4</sub> miles, CAT D to 1<sup>1</sup>/<sub>2</sub> miles, CAT E to 1<sup>1</sup>/<sub>4</sub> miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1<sup>1</sup>/<sub>2</sub> miles, CAT E to 1<sup>1</sup>/<sub>4</sub> miles. <sup>8</sup>When circling from PAR W/O GS Rwy<sup>8</sup> 1L, 1R, 19R, increase vis CAT AB to 1<sup>1</sup>/<sub>4</sub> miles.

# RADAR SURVEILLANCE APPROACH MINIMUMS

## MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

				DA/ HATH/	HAT/ HATH/			DA/ HATH/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	22		ABCD	<b>480</b> -1	402	(500-1)					
	4		ABC	<b>560</b> /40	482	(500-¾)	D	<b>560</b> /50	482	(500-1)	
CIRCLING			AB	<b>580</b> -1¼	501	(600-1¼)	C	<b>620</b> -1½	541	(600-1½)	
			D	<b>640</b> -2	561	(600-2)					

## NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

				DA/ HATH/	HAT/ HATH/			DA/ HATH/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	10		ABC	<b>340</b> /24	336	(400-½)					
	28		ABC	<b>400</b> /40	397	(400-¾)	D	<b>340</b> /50	336	(400-1)	
	19		ABCD	<b>420</b> /60	420	(500-1¼)					
CIRCLING			AB	<b>520</b> -1¼	516	(600-1¼)	C	<b>520</b> -1½	516	(600-1½)	
			D	<b>580</b> -2	576	(600-2)					

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

# RADAR INSTRUMENT APPROACH MINIMUMS

**NEW ORLEANS NAS JRB (KNBG)**, (ALVIN CALLENDER FLD) LA (09239 USN)

**RADAR**<sup>1 2 13</sup> - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 **▽** **ELEV 2**

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	<u>RWY</u> 4 <sup>3</sup>	<u>GS/TCH/RPI</u> 3.0°/51/973	<u>CAT</u> ABCDE	99-¼	100	(100-¼)
	22 <sup>4</sup>	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O	4 <sup>5</sup>		ABC	380-½	381	(400-½)
GS			DE	380-¾	381	(400-¾)
	22 <sup>6</sup>		ABCDE	300-1	301	(400-1)
ASR	4 <sup>7</sup>		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 <sup>8</sup>		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32 <sup>9</sup>		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR <sup>10 11 12</sup>	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

<sup>1</sup>No-NOTAM preventive maint Mon 1300-1800Z++. <sup>2</sup>Outside of afld opr hr, civ acft transiting CL D airspace, etc ATC on 123.8 for clnc. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>4</sup>When ALS inop, increase vis Cat CDE to 1 mile. <sup>5</sup>When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. <sup>6</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>8</sup>When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. <sup>9</sup>Procedure NA at night. <sup>10</sup>CAT E circling NA NW of Rwy 4-22. <sup>11</sup>Night circling NA to Rwy 32. <sup>12</sup>When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. <sup>13</sup>GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

# RADAR INSTRUMENT APPROACH MINIMUMS

## POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)

ELEV 329

RADAR - (E) 123.7 261.3 **A** NA Opr 1400-0600Z + + exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

## SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA)

ELEV 258

## SHREVEPORT RGNL

RADAR - 119.9 335.55 **A**

<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)



## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## ABERDEEN/AMORY, MS

## MONROE COUNTY

NOTE: **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

## ALEXANDRIA, LA

## ALEXANDRIA INTL

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

## NAME TAKE-OFF MINIMUMS

## ALEXANDRIA, LA (CON'T)

## ESLER RGNL

NOTE: **Rwy 8**, tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14**, tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32**, tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

## BASTROP, LA

## MOREHOUSE MEMORIAL

NOTE: **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## BATESVILLE, MS

### PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

### BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R**, climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L**, 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13**, 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R**, 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L**, 209°/51.4 NM, **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM, **Rwy 31**, 208°/50.9 NM. **Rwy 22L**, 209°/50.6 NM, **Rwy 22R**, 209°/50.3 NM.

## BOGALUSA, LA

### GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

#### AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

## BOONEVILLE/BALDWIN, MS

### BOONEVILLE/BALDWIN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

### BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.  
DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

## BUNKIE, LA

### BUNKIE MUNI (2R6)

#### ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

### FLETCHER FIELD (CKM)

#### ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

### CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.  
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

## COLUMBIA, MS

### COLUMBIA-MARION COUNTY (0R0)

#### ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.  
DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

### COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.  
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

### COLUMBUS, MS.....08353

All **Rwys**: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline.

**Rwy 13R**, Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R**, Taxiing aircraft 199' MSL/14' AGL 80' from DER 472' left of centerline.

## COLUMBUS/WESTPOINT/STARKVILLE, MS

### GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

## CORINTH, MS

### ROSCOE TURNER (CRX)

#### ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

## DERIDDER, LA

### BEAUREGARD RGNL (DRI)

#### AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

## EUNICE, LA

### EUNICE

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

## GALLIANO, LA

### SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

#### ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

## GONZALES, LA

### LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

## GREENVILLE, MS

### MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

## GREENWOOD, MS

### GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

## GRENADA, MS

### GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31**, climb to 700 before turning on course. **Rwys 13, 22**, climb to 800 before turning on course.

## GULFPORT, MS

### GULFPORT-BILOXI INTL (GPT)

#### AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.



**HAMMOND, LA**

HAMMOND NORTHSORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 600-2 or std. with a min. climb rate of 210' per NM to 800.DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 800 prior to turning west.**HATTIESBURG, MS**

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.**HATTIESBURG/LAUREL, MS**

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.**HOLLY SPRINGS, MS**

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.**HOMER, LA**

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.**HOUMA, LA**

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.**INDIANOLA, MS**

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 2200 before turning east. **Rwy 35**, climb runway heading to 700 before turning east.**JACKSON, MS**

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.DEPARTURE PROCEDURE: **Rwys 11, 34**, climb runway heading to 800 before making turn. **Rwy 16**, climb runway heading to 1300 before making right turn.**Rwy 29**, climb runway heading to 1200 before making left turn.**JACKSON-EVERS INTL**TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.**JENNINGS, LA**

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17, 35**, NA.NOTE: **Rwy 8**, multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL.**Rwy 13**, tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26**, trees 1080' from departure end of runway, 45' AGL/55' MSL.**Rwy 31**, fence 140' from departure end of runway, 15' AGL/32' MSL.**KEESLER AFB (KBIX)**

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.

**KOSCIUSKO, MS****KOSCIUSKO-ATTALA COUNTY**

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

**LAFAYETTE, LA****LAFAYETTE RGNL (LFT)****AMDT 1A 08325 (FAA)**

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141/29NM, **Rwy 4R**, 140/28.8NM, **Rwy 11**, 141/29.5NM, **Rwy 22L**, 143/29.2NM, **Rwy 22R**, 142/29.2NM, **Rwy 29**, 142/28.8NM.

NOTE: **Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

**LAKE PROVIDENCE, LA****BYERLEY**

NOTE: **Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

**LAUREL, MS****HESLER-NOBLE FIELD**

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

**LEXINGTON, MS****C. A. MOORE**

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

**LOUISVILLE, MS****LOUISVILLE- WINSTON COUNTY (LMS)****AMDT 2A 08325 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

**MADISON, MS****BRUCE CAMPBELL FIELD**

TAKE-OFF MINIMUMS: **Rwy 35**, 200-1.

**MANY, LA****HART (3R4)****ORIG-A 08185 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

**MARKS, MS****SELFS**

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

**MCCOMB, MS****MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)****ORIG 09183 (FAA)**

NOTE: **Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

## MERIDIAN, MS

## KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL.

**Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL.

**Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22**, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

## MERIDIAN NAS (MC CAIN FIELD)

## (KNMM)

MERIDIAN, MS ..... 09295

**Rwy 1R**, 600-1½\*

**Rwy 19R**, 600-2\*\*

\* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

\*\* Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19R**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

## MONROE, LA

## MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

## NATCHEZ, MS

## HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

## ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

**NATCHITOCHES, LA**

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

**NEW ALBANY, MS**

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

**NEW IBERIA, LA**

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

**NEW ORLEANS, LA**

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.

**NEW ORLEANS, LA (CON'T)**

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10**, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.





## NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD)(KNBG)

NEW ORLEANS, LA. . . . . 09239

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4**: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14**: Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32**: Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18**, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 800 before turning east.

## OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

## OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

## PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 1/4 or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION**: unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290'/17.6 NM. **Rwy 24**, 287'/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY  
(M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

## RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

## RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

## RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1¼ or std. w/min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17**, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

## RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/min. climb of 233' per NM to 800, or alternatively, w/std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

## SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5, 14, 23**, maintain runway heading until 600 prior to turning.

## SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

## STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



**STARKVILLE, MS (CON'T)**

OKITIBBEHA (M51)  
ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL. **Rwy 36**, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

**SULPHUR, LA**

SOUTHLAND FIELD (UXL)  
ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

**TUNICA, MS**

TUNICA MUNI (UTA)  
AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

**VICKSBURG, MS**

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2% or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

**VIVIAN, LA**

VIVIAN (3F4)  
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

**WEST POINT, MS**

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

**WINNFIELD, LA**

DAVID G. JOYCE (0R5)  
ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.



**WINONA, MS**

WINONA-MONTGOMERY COUNTY (ONA)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.





WAAS CH <b>56604</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>4999</b> TDZE <b>226</b> Apt Elev <b>226</b>
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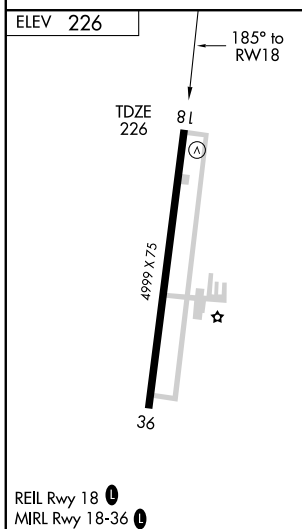
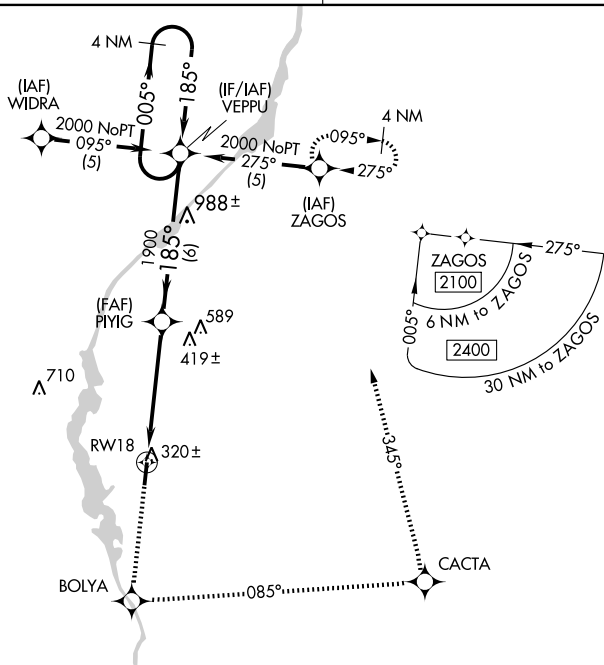
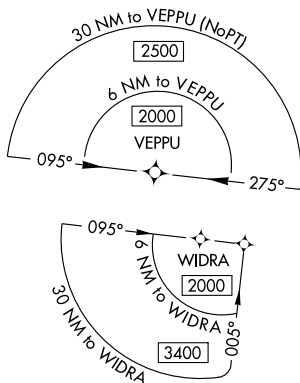
RNAV (GPS) RWY 18  
ABERDEEN/MONROE COUNTY (M40)

**▼** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
**▲ NA** For unconfigured Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats  $\frac{1}{4}$ , and increase LNAV visibility Cat C/D  $\frac{1}{4}$ .

**MISSED APPROACH:** Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

AWOS-3  
118.475

COLUMBUS APP CON ★  
126.075 239.25

UNICOM  
122.8 (CTAF) **L**

2100 ↑	BOLYA ✦	trk 085°	CACTA ✦	trk 345°	ZAGOS ✦	VGSI and RNAV glidepath not coincident. 4 NM Holding Pattern	
<p>RW18</p> <p>PIYIG</p> <p>VEPPU</p> <p>005° →</p> <p>← 185°</p> <p>2000</p> <p>185°</p> <p>1900</p> <p>5.1 NM</p> <p>6 NM</p> <p>GS 3.00°</p> <p>TCH 40</p>							
CATEGORY	A		B		C		D
LPV DA	560-1¼		334 (400-1¼)				
LNNAV/ VNAV	590-1¼		364 (400-1¼)				
LNNAV MDA	660-1	434 (500-1)	660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)			
CIRCLING	720-1	494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)			

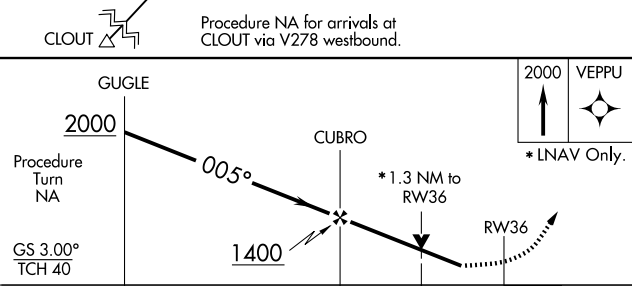
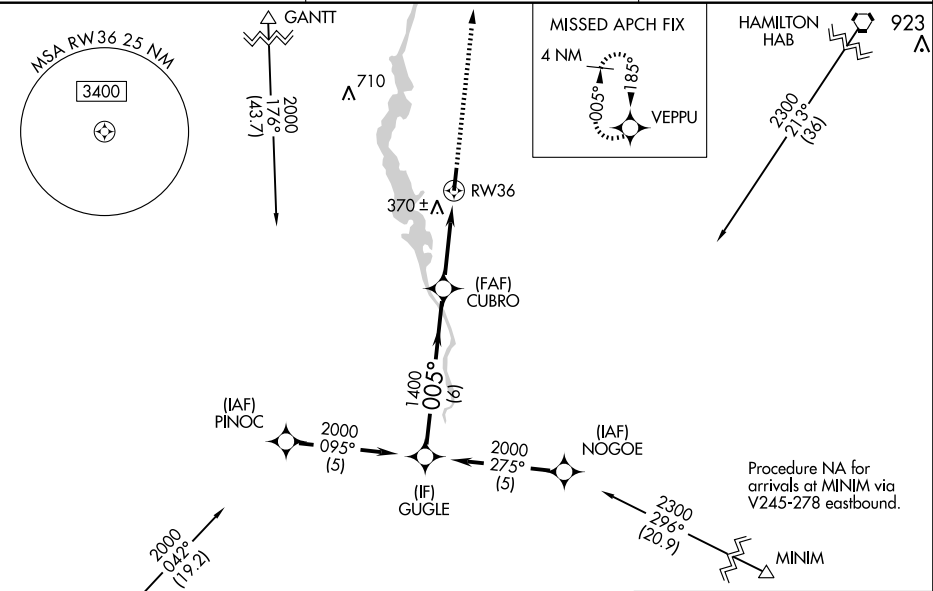
SC-4. 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>70414</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>226</b> <b>226</b>
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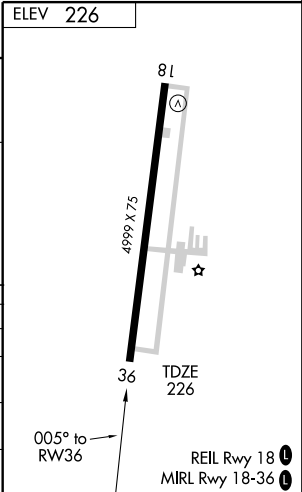
**NA** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
VDP NA when using Golden Triangle Rgnl altimeter setting.  
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3 <b>118.475</b>	COLUMBUS APP CON ★ <b>126.075 239.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	559-1¼	333 (400-1¼)		
LNAV/VNAV DA	715-1¾	489 (500-1¾)		
LNAV MDA	680-1 454 (500-1)	680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)	
CIRCLING	720-1 494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)	



VORTAC IGB <b><u>116.2</u></b> Chan <b>109</b>	APP CRS <b>179°</b>	Rwy Idg <b>4999</b> TDZE <b>226</b> Apt Elev <b>226</b>
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VOR RWY 18

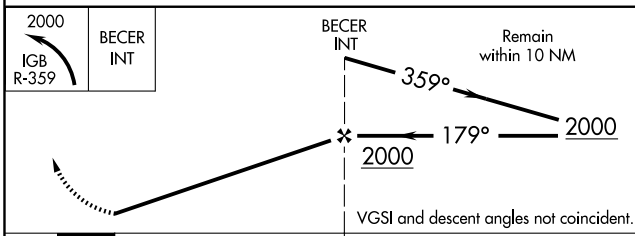
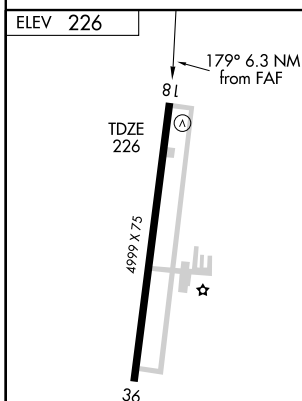
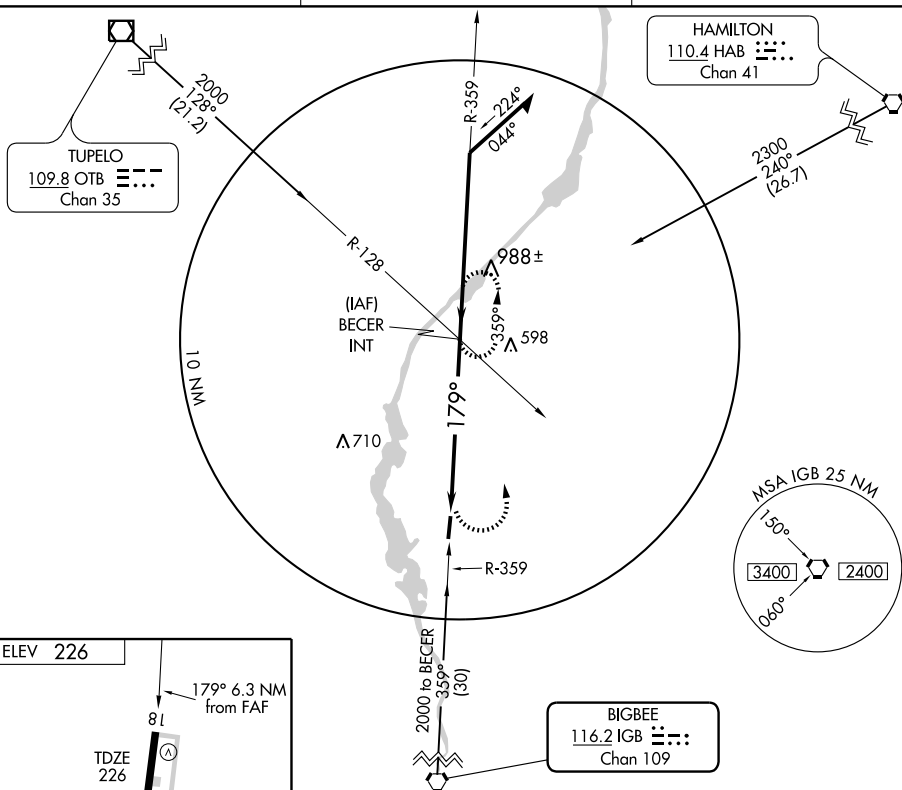
ABERDEEN/ MONROE COUNTY (M40)

<b>T</b>	Visibility reduction by helicopters NA.
<b>A</b> NA	When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

**MISSED APPROACH:** Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

AWOS-3  
118.475

COLUMBUS APP CON ★  
126.075 239.25

UNICOM  
122.8 (CTAF) **L**

REIL Rwy 18 **L**  
MIRL Rwy 18-36 **L**

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

LOC/DME I-PMU <b><u>110.35</u></b> Chan <b>40</b> (Y)	APP CRS <b>189°</b>	Rwy Idg <b>5000</b> TDZE <b>221</b> Apt Elev <b>221</b>
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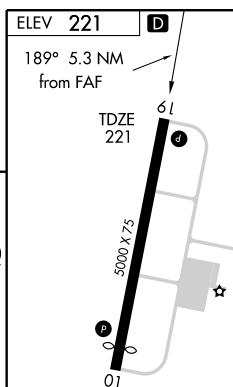
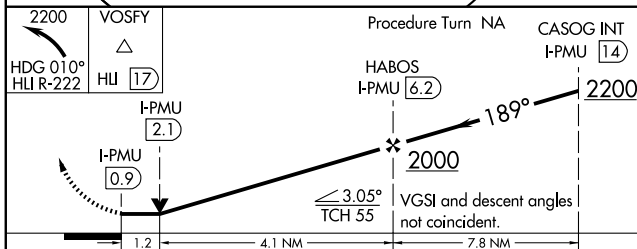
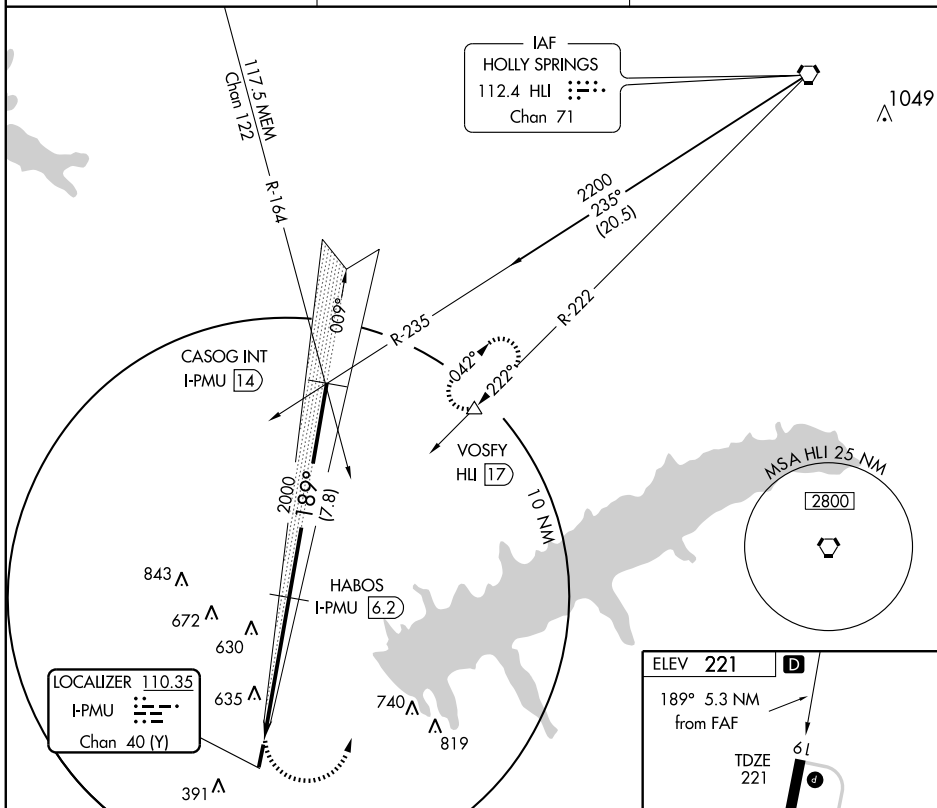
LOC/DME RWY 19  
BATESVILLE/PANOLA COUNTY (PMU)

<b>T</b>	If local altimeter setting not received, use Oxford
<b>A</b> NA	altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3  
118.225

MEMPHIS CENTER  
128.5 381.4

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

APP CRS	Rwy Idg	4410
009°	TDZE	219
	Apt Elev	221

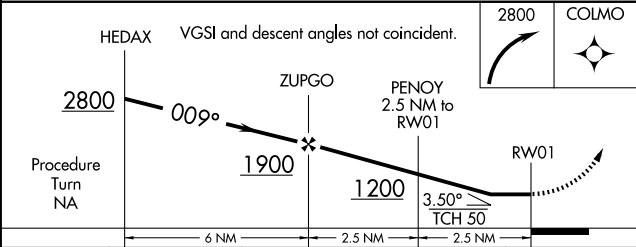
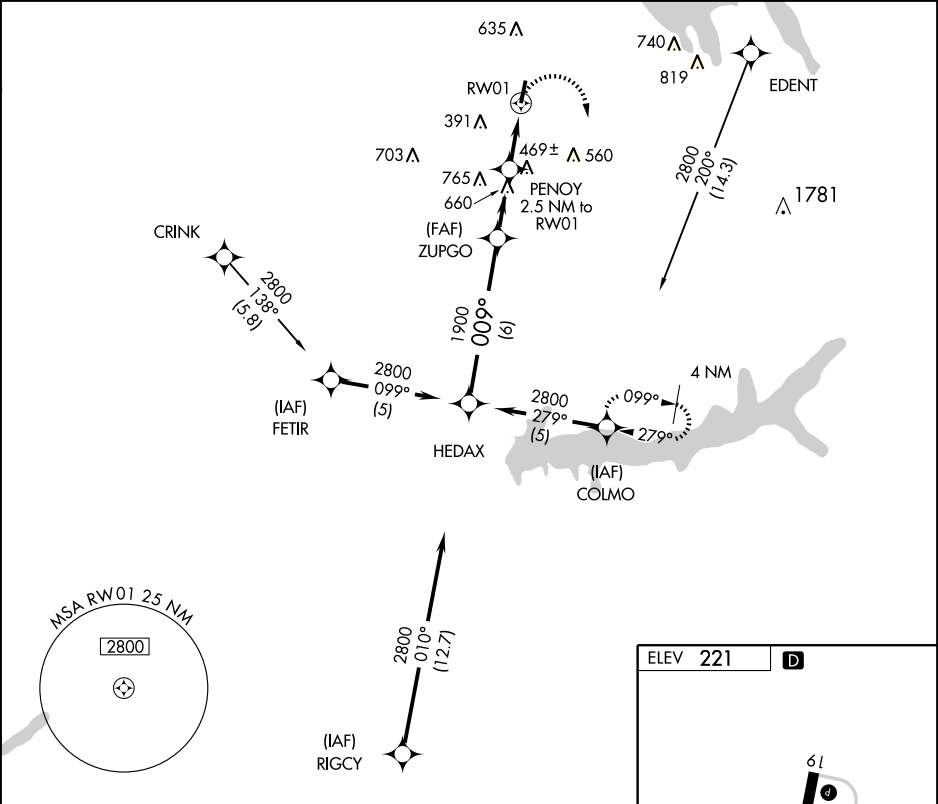
# RNAV (GPS) RWY 1

BATESVILLE/ PANOLA COUNTY (PMU)

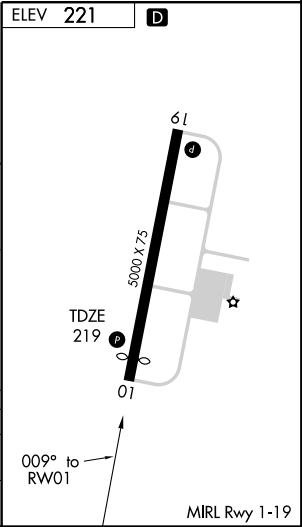
**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A NA** If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3 118.225	MEMPHIS CENTER 128.5 381.4	UNICOM 122.8 (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LNAV MDA	720-1	501 (500-1)	720-1½	501 (500-1½)
CIRCLING	740-1	519 (600-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)



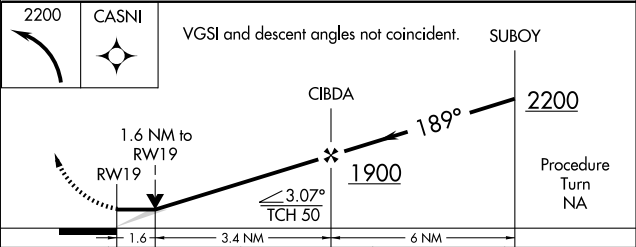
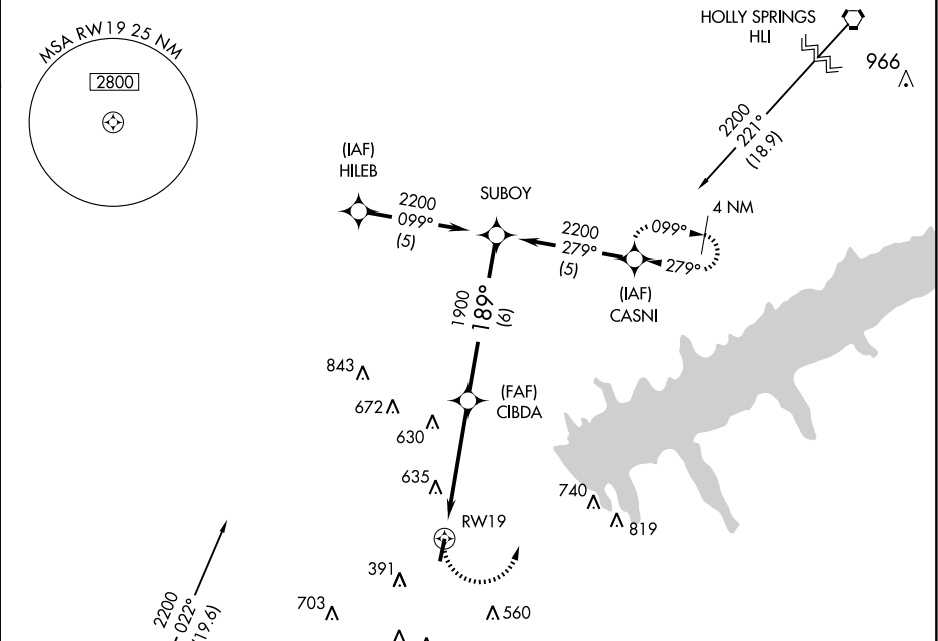
APP CRS	Rwy Idg	5000
189°	TDZE	219
	Apt Elev	221

RNAV (GPS) RWY 19  
BATESVILLE/ PANOLA COUNTY (PMU)

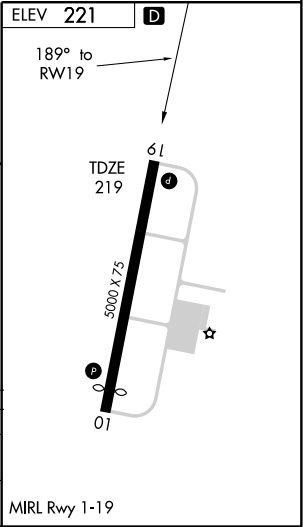
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3 118.225	MEMPHIS CENTER 128.5 381.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2 ¼ 721 (800-2 ¼)
CIRCLING	940-1	719 (800-1)	1000-2 ¼ 779 (800-2 ¼)	1000-2 ½ 779 (800-2 ½)





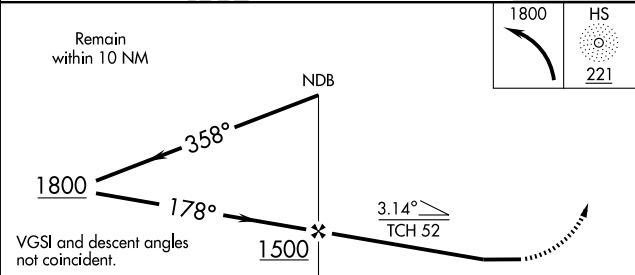
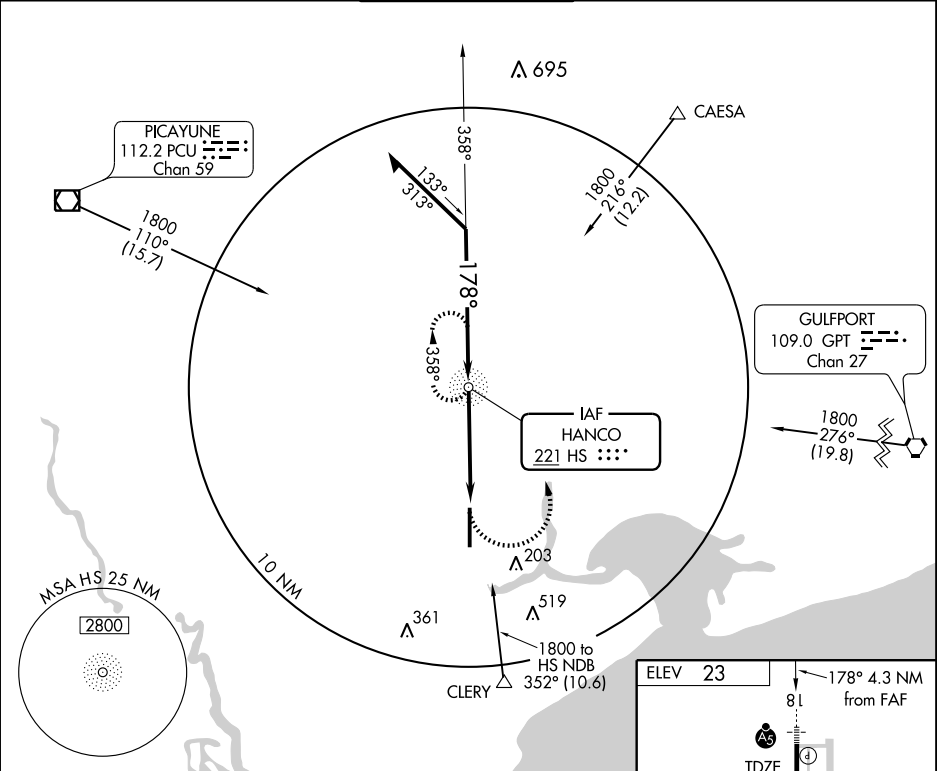
NDB RWY 18

BAY ST. LOUIS /STENNIS INTL (HSA)

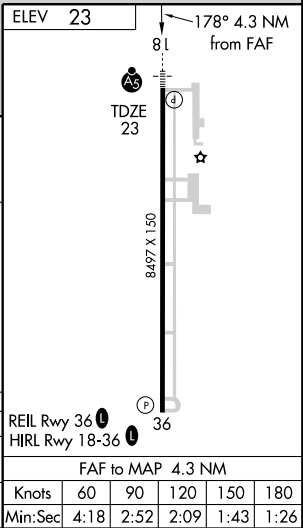
NDB HS	APP CRS	Rwy Idg	8497
<u>221</u>	<u>178°</u>	TDZE	<u>23</u>
		Apt Elev	<u>23</u>

NA	If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.	MALSR	MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.
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AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-18	600-3/4 577 (600-3/4)	600-1 577 (600-1)	600-1 577 (600-1)	600-1 1/2 577 (600-1 1/2)
CIRCLING	600-1 577 (600-1)	600-1 577 (600-1)	600-1 577 (600-1)	600-2 577 (600-2)






APP CRS	Rwy Idg	8497
179°	TDZE	23
	Apt Elev	23

# RNAV (GPS) RWY 18

BAY ST. LOUIS /STENNIS INTL (HSA)

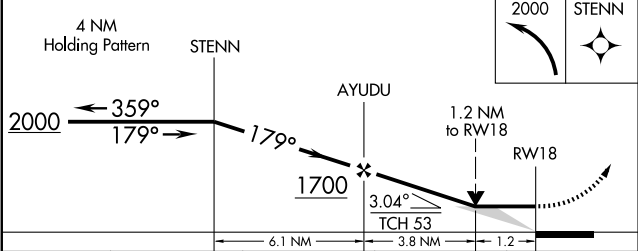
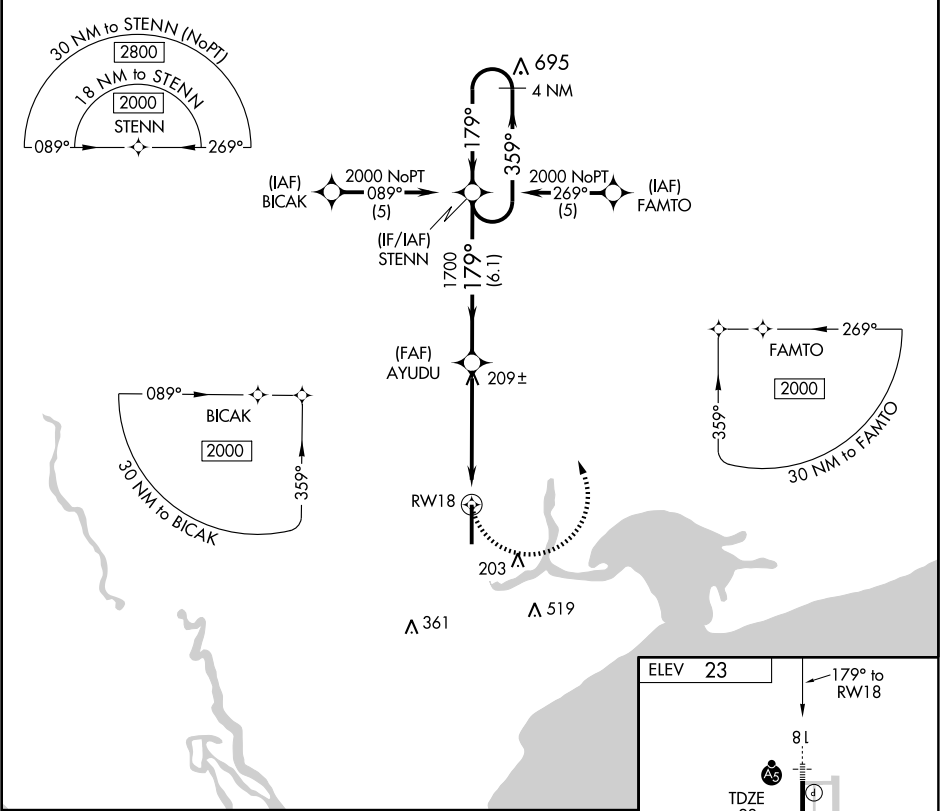
**▲** If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

**MALSR**

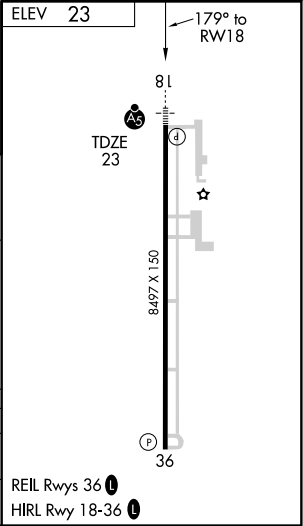


**MISSED APPROACH:** Climbing left turn to 2000 direct STENN and hold.

AWOS-3 <b>118.375</b>	GULFPORT APP CON★ <b>124.6 354.1</b>	STENNIS TOWER★ <b>127.15</b> 	GND CON <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	460-1/2 437 (500-1/2)	460-3/4 437 (500-3/4)	460-1 437 (500-1)	460-1 437 (500-1)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1 1/2 457 (500-1 1/2)	580-2 557 (600-2)



WAAS CH <b>63109</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg <b>8497</b> TDZE <b>14</b> Apt Elev <b>23</b>
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## RNAV (GPS) RWY 36

BAY ST. LOUIS/STENNIS INTL (HSA)


**▼** Baro-VNAV NA when using **Gulport altimeter setting**. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409.

**▲** Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulport altimeter setting.

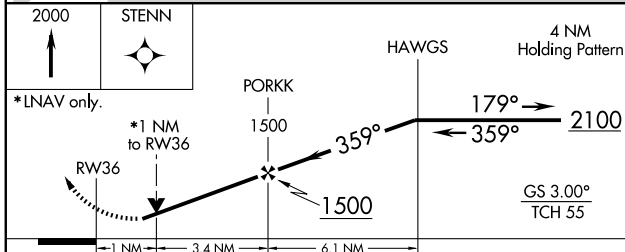
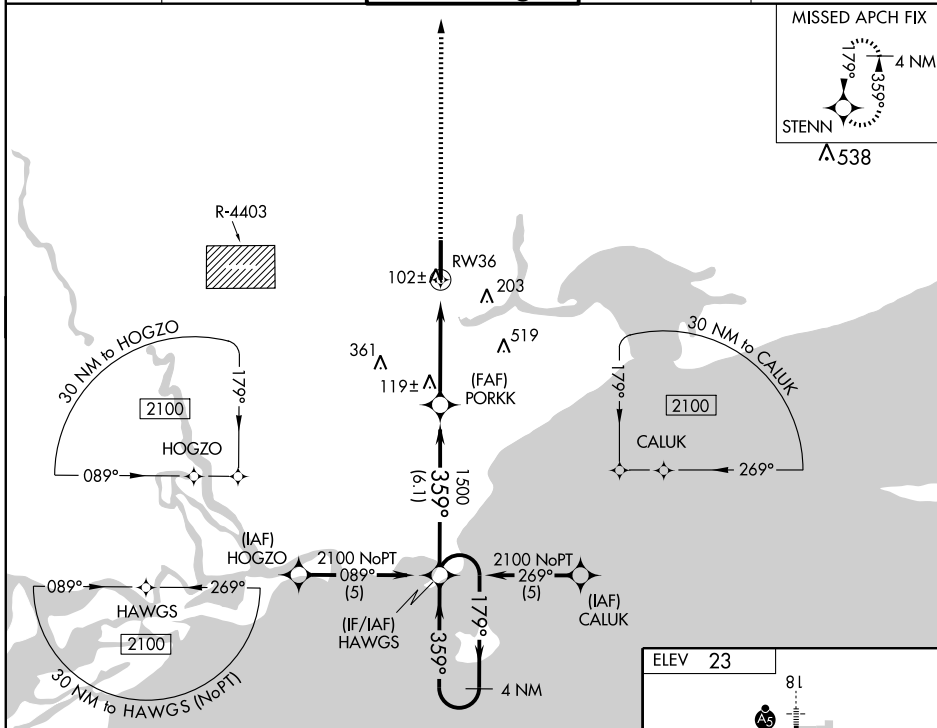
**MISSED APPROACH:**  
Climb to 2000 direct  
STENN and hold.

AWOS-3  
118.375

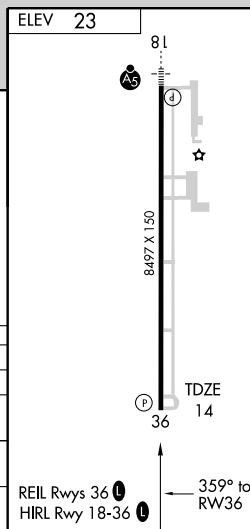
GULFPORT APP CON★  
124.6 354.1

STENNIS TOWER★  
127.15 

GND CON  
121.725

UNICOM  
123.0 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	331-1 317 (400-1)			
LNAV/ VNAV	DA	362-1¼ 348 (400-1¼)			
LNAV	MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING		520-1 497 (500-1)		520-1½ 497 (500-1½)	580-2 557 (600-2)





VOR-A

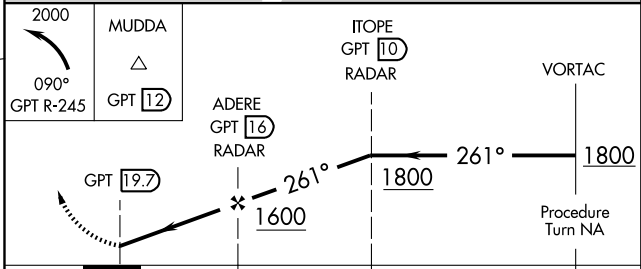
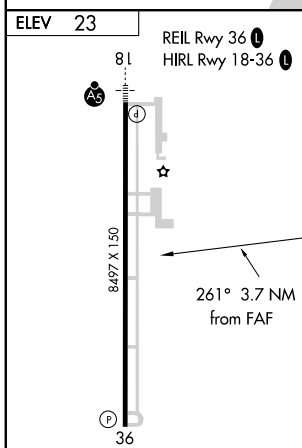
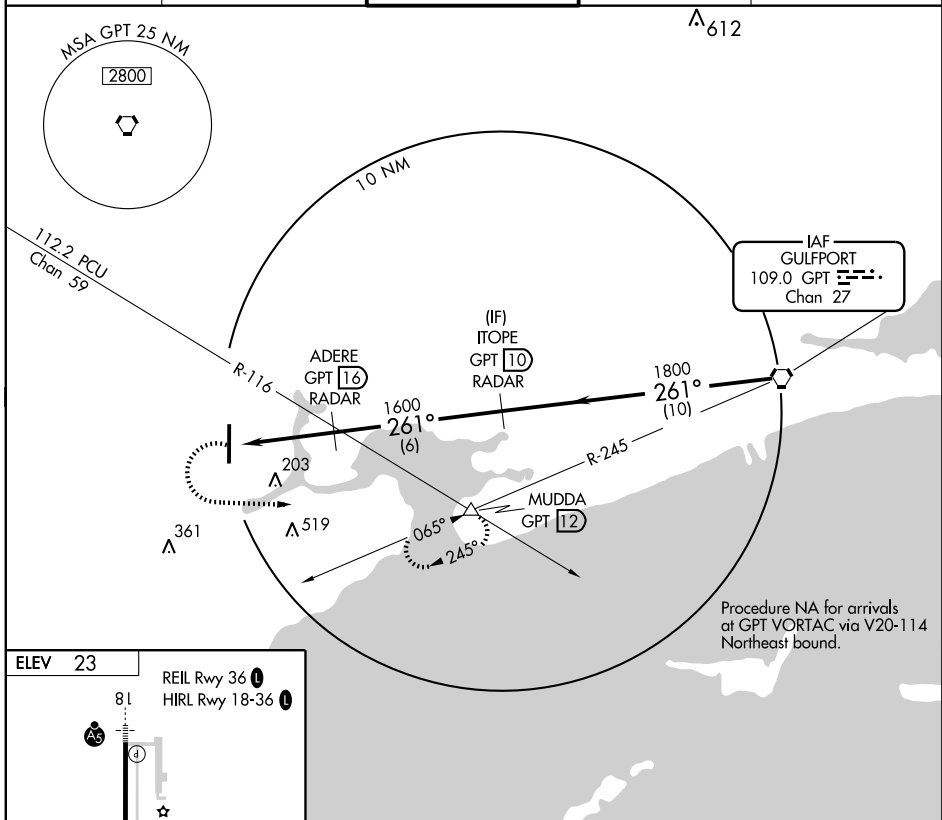
BAY ST. LOUIS/STENNIS INTL (HSA)

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>23</b>
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If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME or radar required.

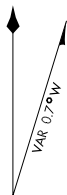
**MISSED APPROACH:** Climbing left turn to 2000 via heading 090° and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

AWOS-3 <b>118.375</b>	GULFPORT APP CON★ <b>124.6 354.1</b>	STENNIS TOWER★ <b>127.15</b> 	GND CON <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) 
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						3.7 NM		6 NM		10 NM		
FAF to MAP 3.7 NM						CATEGORY	A	B	C	D		
Knots	60	90	120	150	180	CIRCLING	460-1	480-1	480-1½	580-2		
Min:Sec	3:42	2:28	1:51	1:29	1:14		437 (500-1)	457 (500-1)	457 (500-1½)	557 (600-2)		

ATIS 281.55  
KEESLER TOWER ★  
120.75 269.075  
GND CON  
121.8 275.8  
CLNC DEL  
121.8 275.8



AUGUST 2009  
ANNUAL RATE OF CHANGE  
0.1° W

TDZE ELEV 19  
ELEV 10  
30° 25' N

HOT BRAKES  
HAZARDOUS  
CARGO

7630 x 150

TRANSIENT  
ALERT  
BASE OPS  
CONTROL TOWER  
FIRE STATION

195 ★

TDZE ELEV 24

HOT BRAKES

FIELD  
ELEV 33

30° 24' N

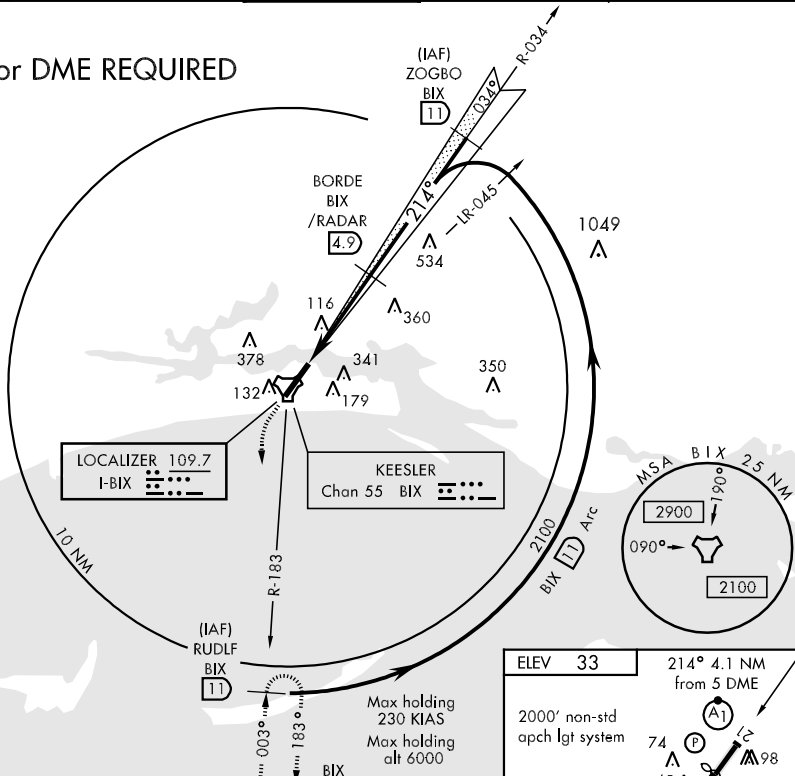
Rwy 3-21  
PCN 35 F/B/W/T  
S, T, ST, TT, TRT, TDT  
Rwy 3 Idg 6031'  
Rwy 21 Idg 6630'

W. 95° 88'

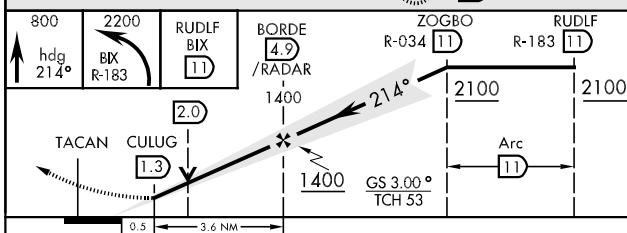
W. 55° 88'

LOC I-BIX <b>109.7</b>	APCH CRS <b>214°</b>	Rwy ldg <b>6630</b> TDZE Arpt Elev <b>33</b>	AL-49 [USAF]	KEESLER AFB (KBIX)
▼ * When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles and CAT D vis to 1½ miles.			ALSF-1 	MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.
ATIS <b>281.55</b>	GULFPORT APP CON <b>124.6 354.1</b> (130°- 309°) <b>127.5 254.25</b> (310°- 129°)	KEESLER TOWER ★ <b>120.75 269.075</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>

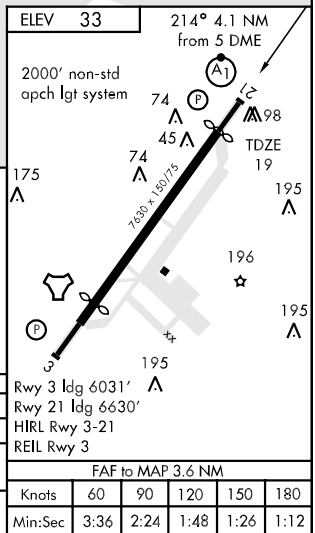
## RADAR or DME REQUIRED



## EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 21*	219/24 200 (200-½)			
S-LOC 21**	460/24 441 (500-½)	460/40 441 (500-¾)	460/50 441 (500-1)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)



TACAN BIX Chan <b>55</b>	APCH CRS <b>023°</b>	Rwy Idg <b>6031</b> TDZE <b>23</b> Arpt Elev <b>33</b>
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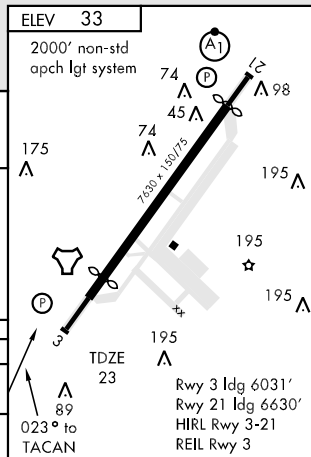
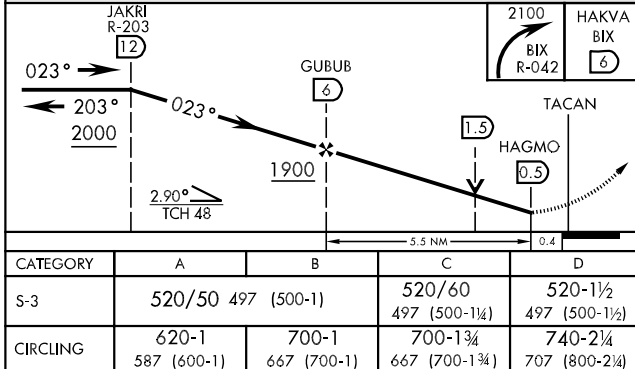
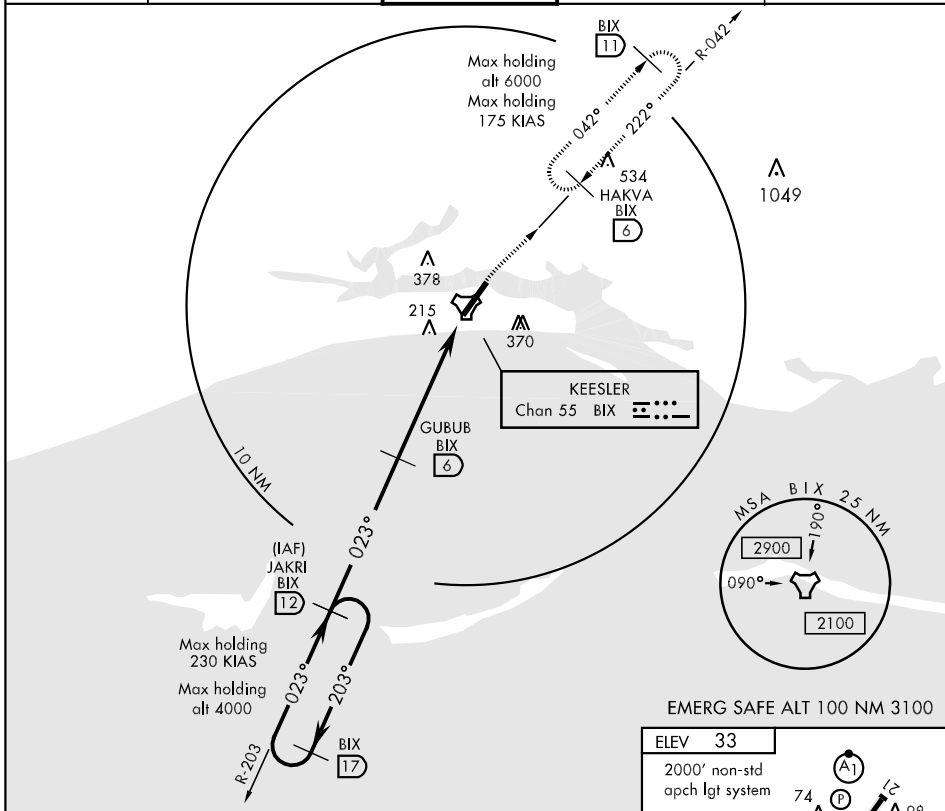
AL-49 [USAF]

KEESLER AFB (KBIX)



**MISSED APPROACH:** Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130° - 309°) 127.5 254.25 (310° - 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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TACAN BIX Chan <b>55</b>	APCH CRS <b>219°</b>	Rwy ldg TDZE Arprt Elev <b>33</b>
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AL-49 [USAF]

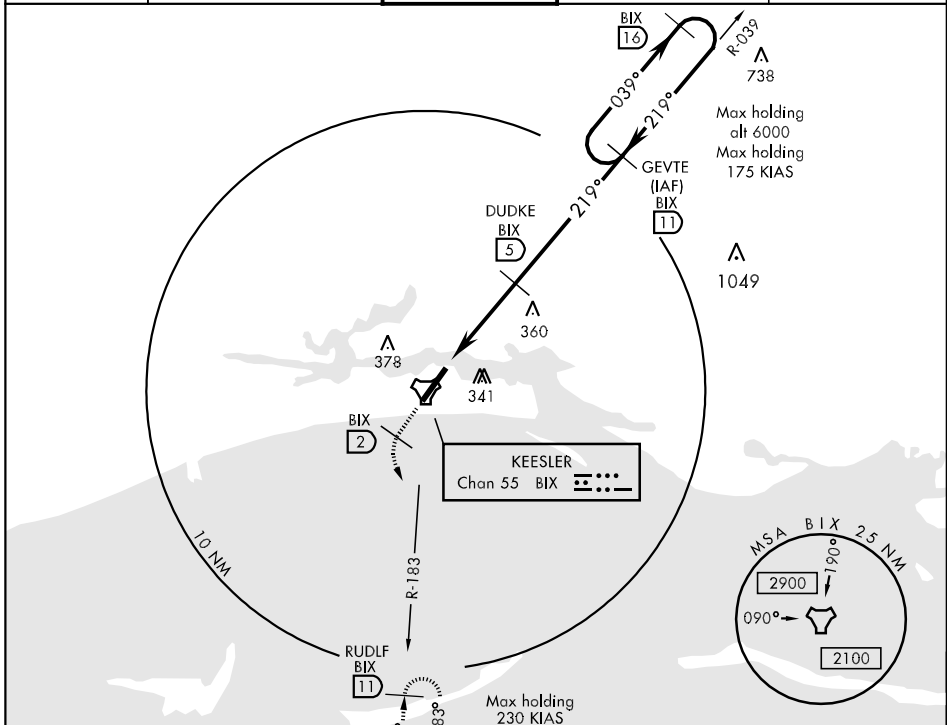
KEESLER AFB (KBIX)

▼ \* When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 2 miles.

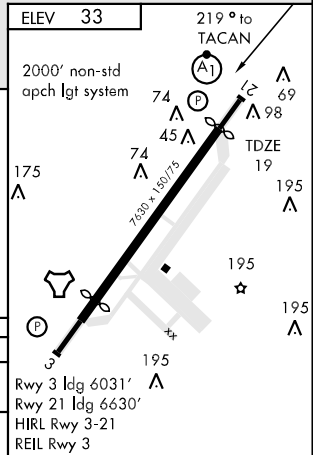
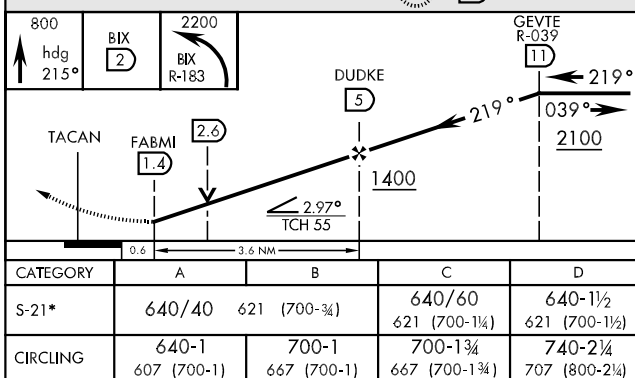


MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS <b>281.55</b>	GULFPORT APP CON <b>124.6 354.1</b> (130°- 309°) <b>127.5 254.25</b> (310°- 129°)	KEESLER TOWER ★ <b>120.75 269.075</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>
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EMERG SAFE ALT 100 NM 3100



VORTAC GPT <b>109.0</b> Chan <b>27</b>	APCH CRS <b>088°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>33</b>
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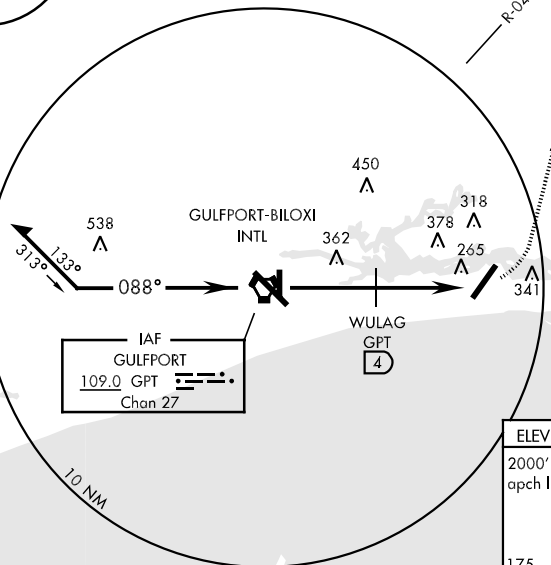
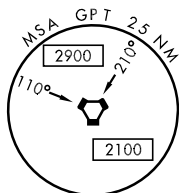
AL-49 [USAF]

KEESLER AFB (KBIX)



MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

ATIS <b>281.55</b>	GULFPORT APP CON <b>124.6 354.1</b> (130°- 30°°) <b>127.5 254.25</b> (310°- 129°°)	KEESLER TOWER ★ <b>120.75 269.075</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>
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IAF  
GULFPORT  
109.0 GPT  
Chan 27

ELEV 33

2000' non-std  
apch lgt system

175  
Λ

088°7.3 NM  
from FAF

Rwy 3 Idg 6031'  
Rwy 21 Idg 6630'  
HIRL Rwy 3-21  
REIL Rwy 3

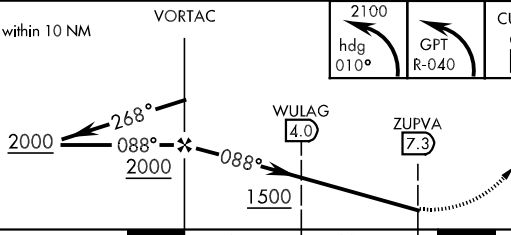
FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EMERG SAFE ALT 100 NM 3100

Remain within 10 NM

VORTAC



CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1007 (1100-1¼)	1040-1½ 1007 (1100-1½)	1040-3 1007 (1100-3)	



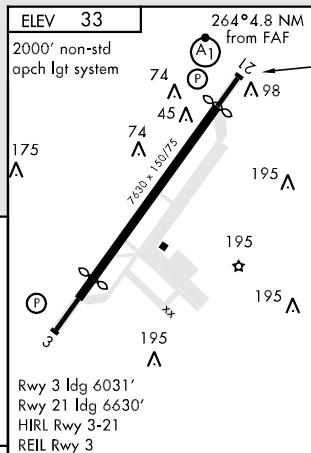
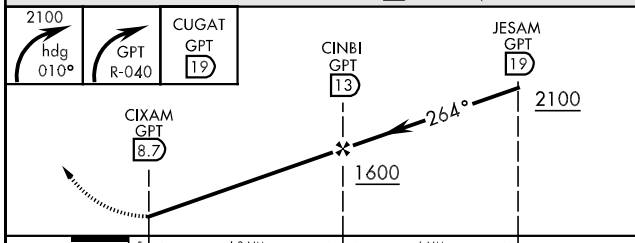
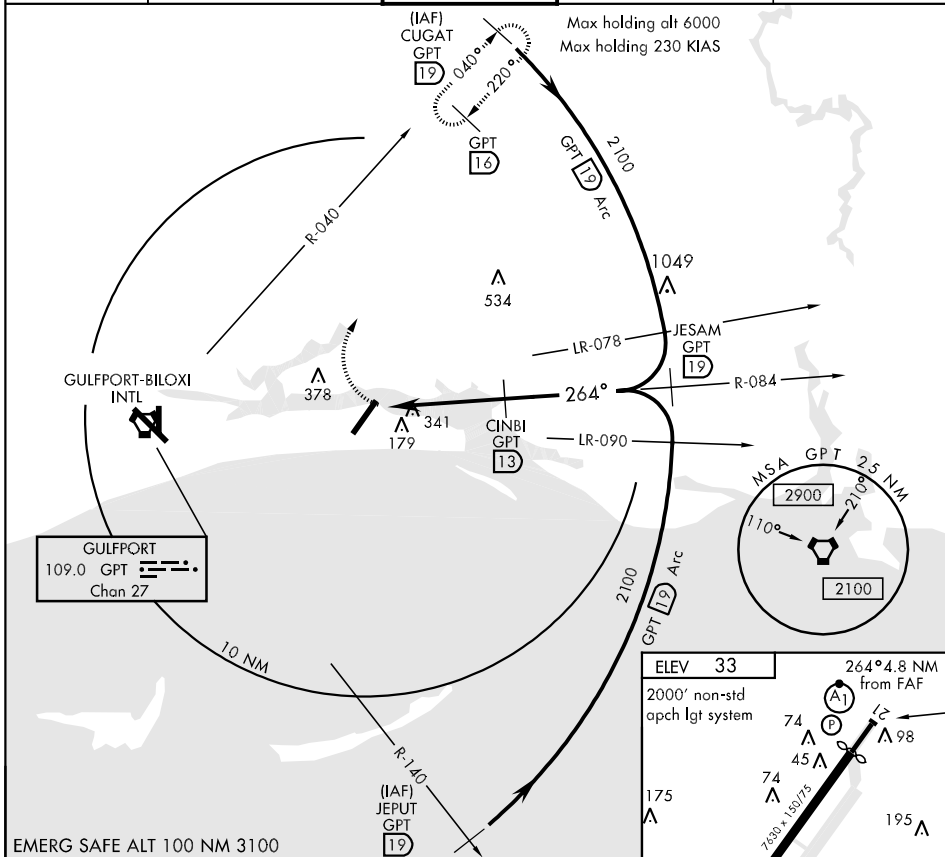
VORTAC GPT <b>109.0</b> Chn <b>27</b>	APCH CRS <b>264°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Arpt Elev <b>33</b>
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AL-49 [USAF]

KEESLER AFB (KBIX)

**MISSED APPROACH:** Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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CATEGORY	A	B	C	D
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

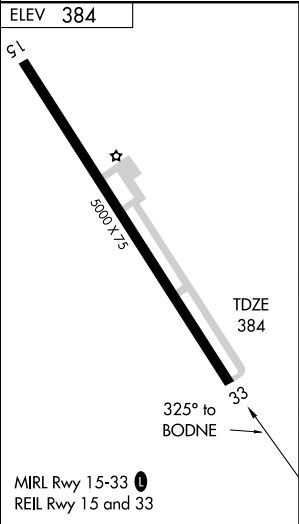
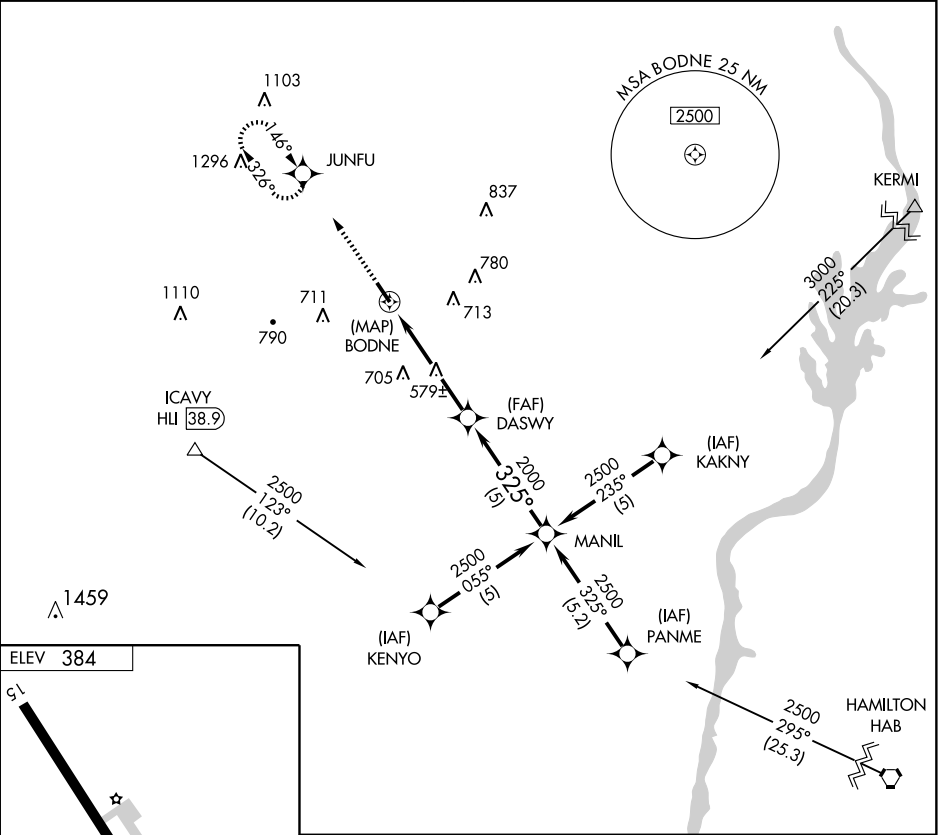
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

GPS RWY 33

BOONEVILLE/BALDWIN (8M1)

APP CRS	Rwy Idg	5000
325°	TDZE	384
	Apt Elev	384

NA	Use Tupelo Regional, MS altimeter setting.	MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold.
MEMPHIS CENTER	135.9 273.55	UNICOM 122.8 (CTAF) 1



<div>2500</div> <div>↑</div> <div>CRS 326°</div>		<div>JUNFU</div> <div>✦</div>	<div>MANIL</div> <div>2500</div>		
<div>BODNE</div>		<div>DASWY</div> <div>✖</div> <div>2000</div>	<div>325°</div>	<div>Procedure Turn</div> <div>NA</div>	
<div>5 NM</div>		<div>5 NM</div>			
CATEGORY	A		B	C	D
S-33	900-1 516 (600-1)		900-1½ 516 (600-1½)	NA	
CIRCLING	920-1 536 (600-1)		920-1½ 536 (600-1½)	NA	

VOR/DME OTB <b>109.8</b> Chan <b>35</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>384</b>
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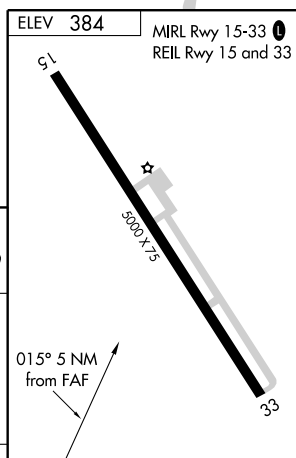
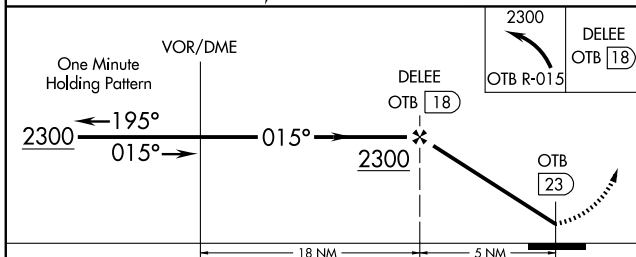
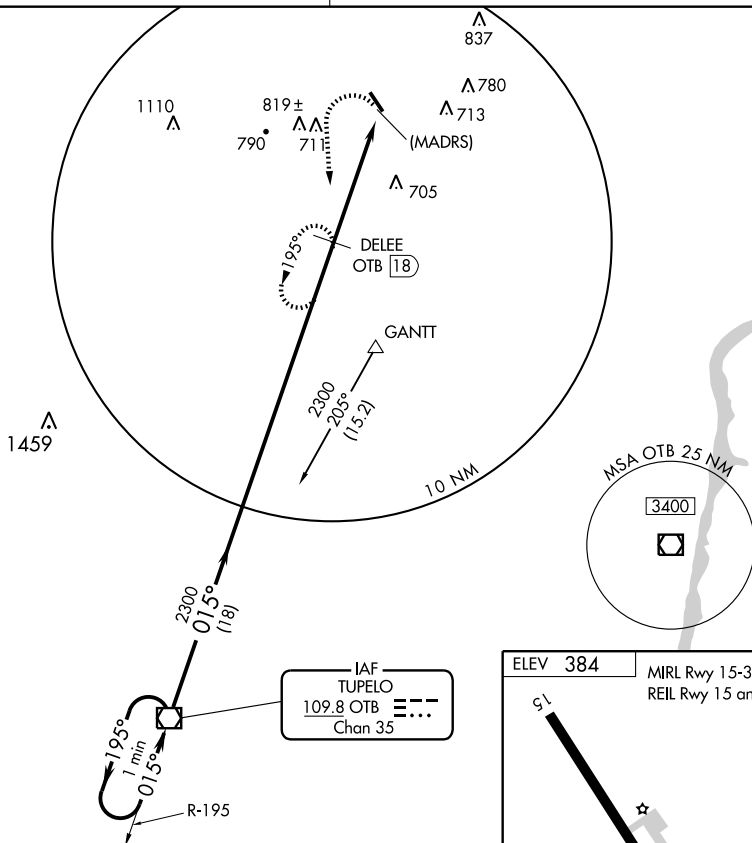
VOR/DME or GPS-A  
BOONEVILLE/BALDWIN (8M1)

**A** NA Use Tupelo altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER  
135.9 273.55

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D						
CIRCLING	1040-1 656 (700-1)	1040-1½ 656 (700-1½)	1040-1¾ 656 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec					

APP CRS	Rwy Idg	<b>4000</b>
<b>225°</b>	TDZE	<b>487</b>
	Apt Elev	<b>489</b>

## RNAV (GPS) RWY 22

BROOKHAVEN-LINCOLN COUNTY (1R7)



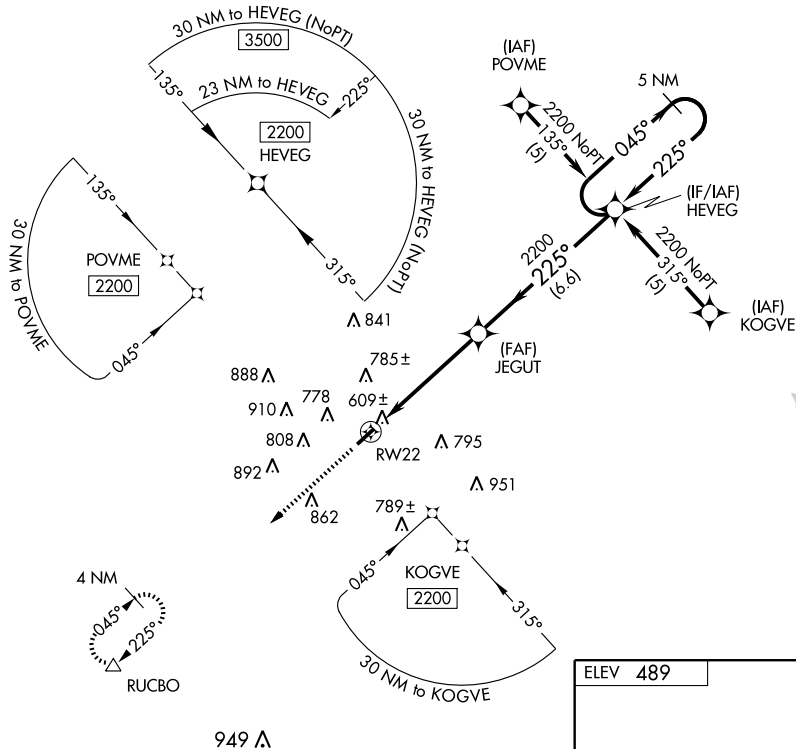
DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.





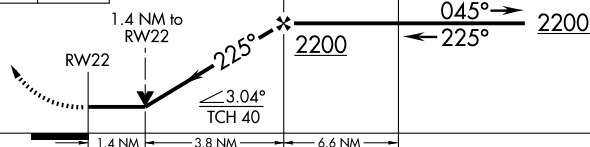
**MISSED APPROACH:** Climb to 2000 direct RUCBO and hold.

AWOS-3  
118.125

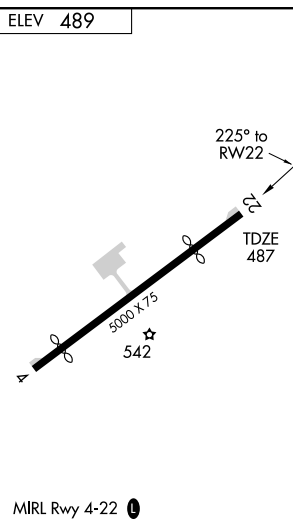
HOUSTON CENTER  
126.8 327.8

UNICOM  
122.8 (CTAF) 

2000	RUCBO
	



CATEGORY	A	B	C	D
LNAV MDA	960-1	473 (500-1)	960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA



VOR/DME-A

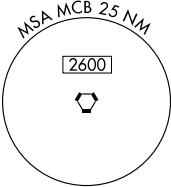
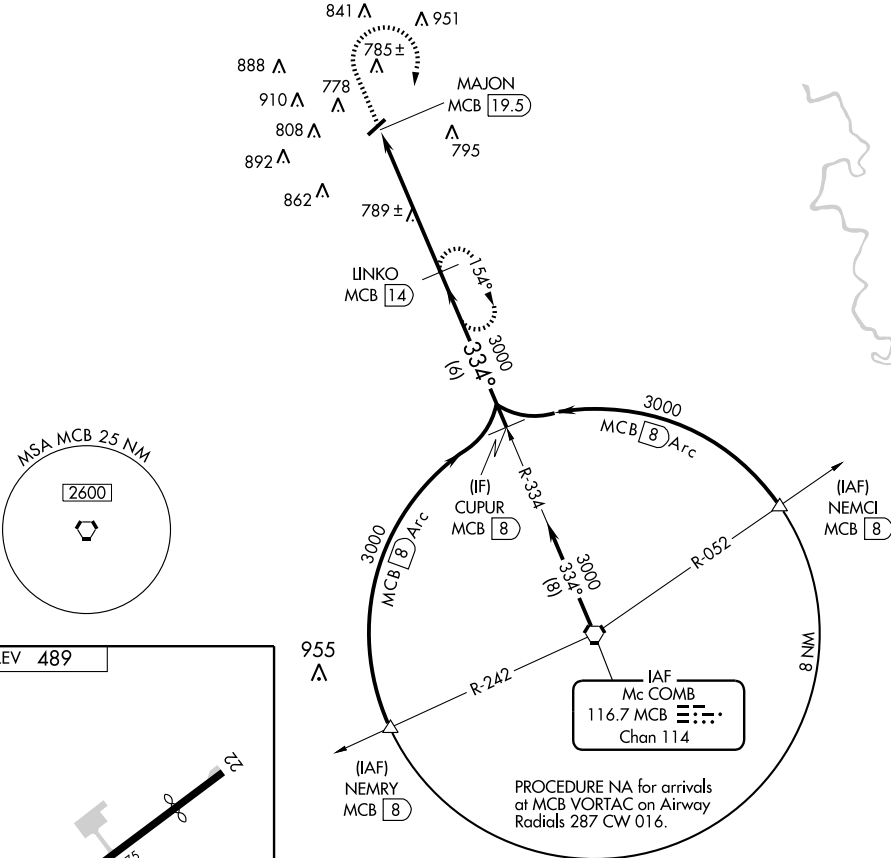
BROOKHAVEN-LINCOLN COUNTY (1R7)

VORTAC MCB <b>116.7</b> Chan <b>114</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>489</b>
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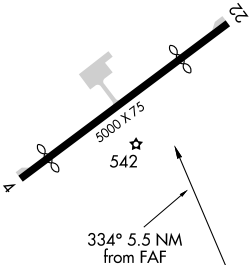
**NA** Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3 <b>118.125</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 489



1500	3000	LINKO MCB 14	LINKO MCB 14	CUPUR MCB 8
↑	MCB R-334	MAJON MCB 19.5	334° 3000	3000
			334°	Procedure Turn NA
			5.5 NM	6 NM
CATEGORY	A	B	C	D
CIRCLING	1000-1 511 (600-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22 **0**

APP CRS	Rwy Idg	<b>5404</b>
<b>181°</b>	TDZE	<b>173</b>
	Apt Elev	<b>173</b>

## RNAV (GPS) RWY 18

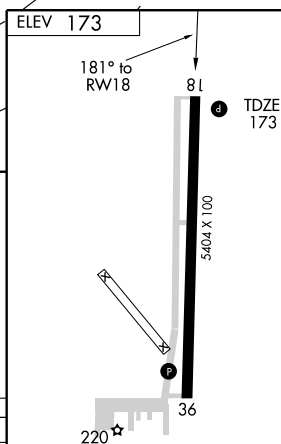
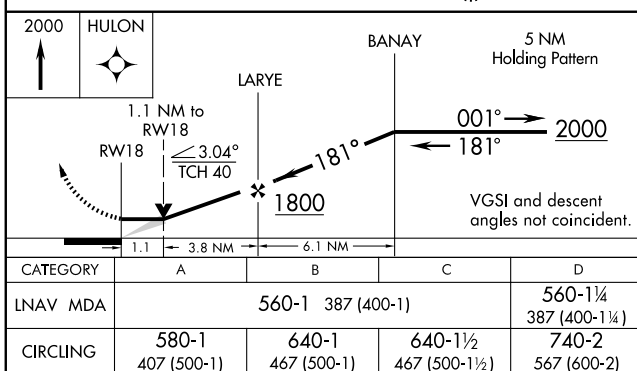
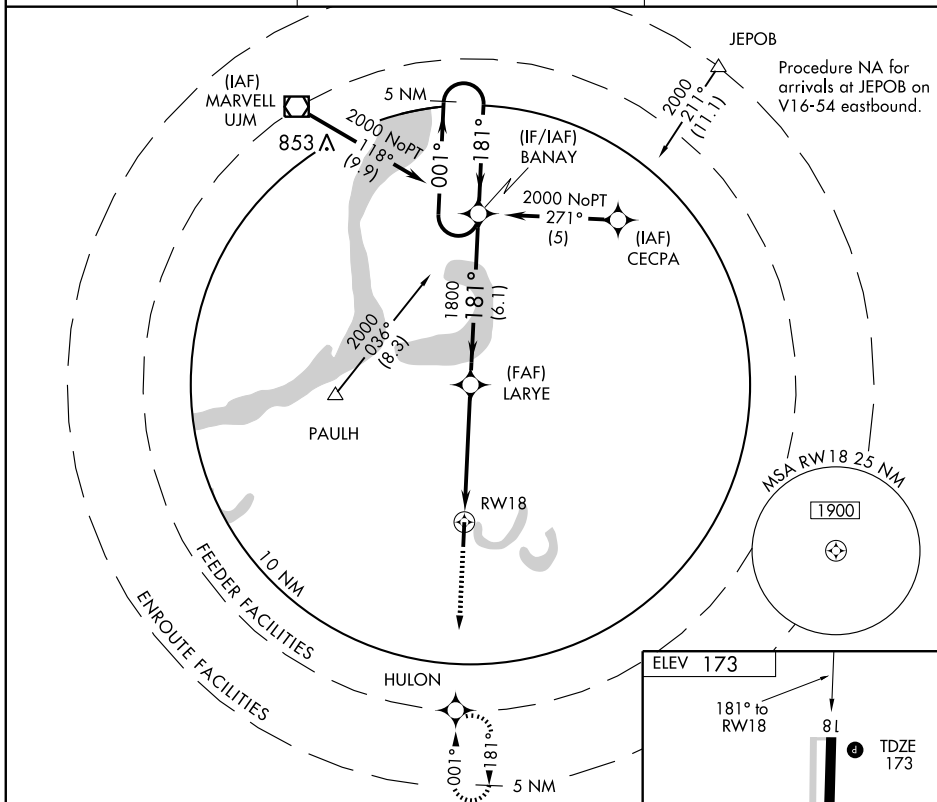
CLARKSDALE/FLETCHER FIELD (CKM)

**T** If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with  
**A** NA Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3  
**120,675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
122.8 (CTAF) **L**

REIL Rwy 18 and 36 **L**  
MIRL Rwy 18-36 **L**

APP CRS	Rwy Idg	<b>5404</b>
<b>001°</b>	TDZE	<b>173</b>
	Apt Elev	<b>173</b>

# RNAV (GPS) RWY 36

CLARKSDALE/FLETCHER FIELD (CKM)

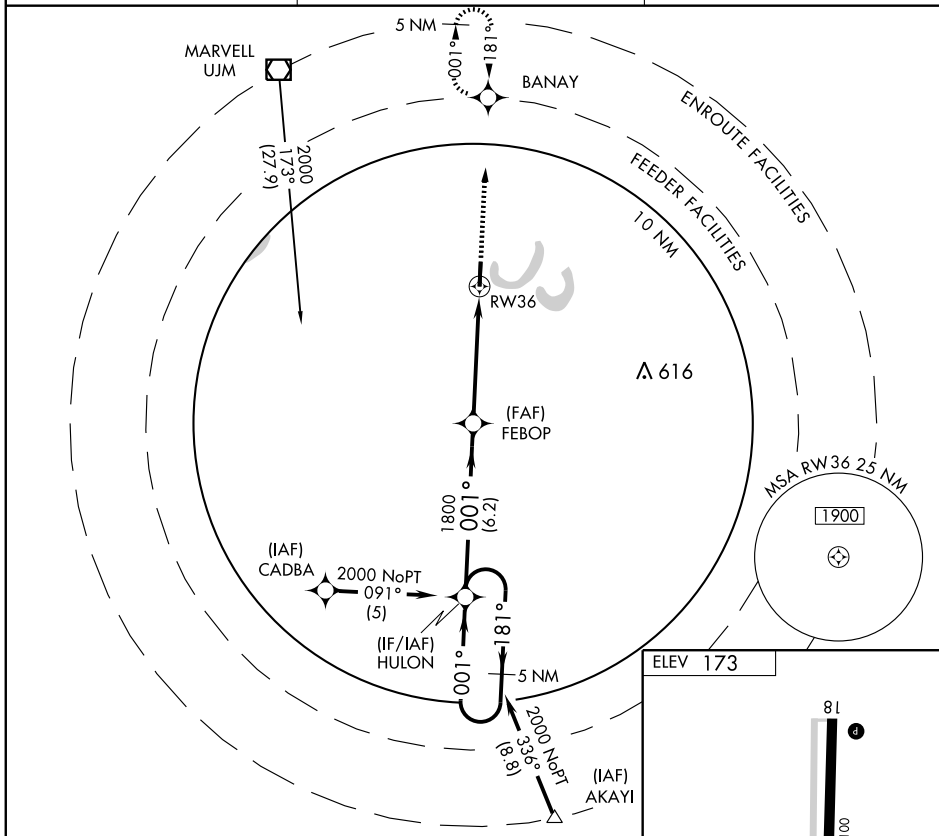
**NA** If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

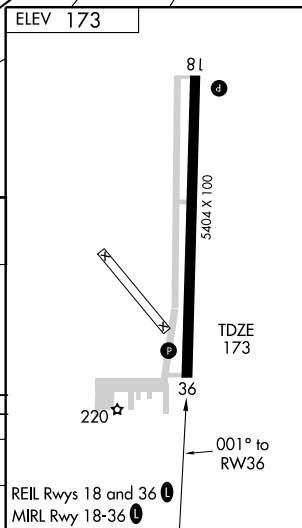
AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF)**



5 NM Holding Pattern				
<div> <div>2000</div> <div>← 181°</div> <div>001° →</div> </div>				
<div> <div>VGSI and descent angles not coincident.</div> <div>1800</div> <div>001°</div> <div>3.04°</div> <div>TCH 45</div> <div>1.1 NM to RW36</div> <div>3.8 NM</div> <div>6.2 NM</div> </div>				
CATEGORY	A	B	C	D
RNAV MDA	540-1	367 (400-1)		540-1½ 367 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)



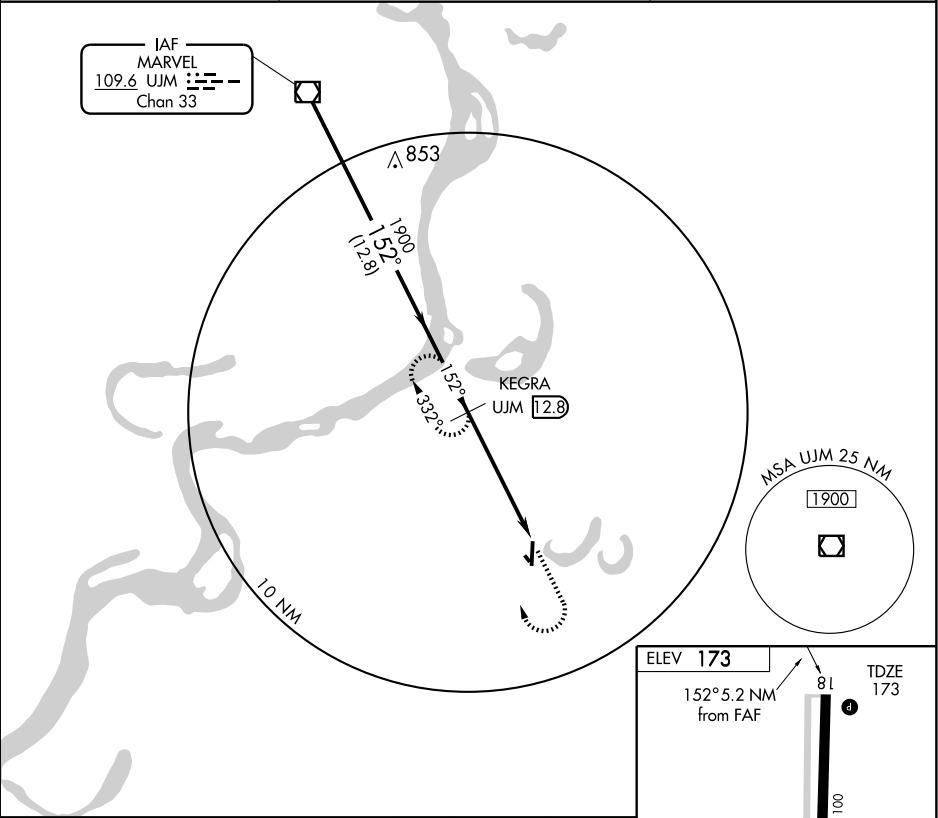
VORTAC UJM	APP CRS	Rwy Idg	5404
109.6	152°	TDZE	173
Chan 33		Apt Elev	173

VOR/DME RWY 18  
CLARKSDALE/FLETCHER FIELD (CKM)

**V** If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.  
**Δ** NA

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) <b>0</b>
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VOR/DME

1900

152°

1900

152°

3.08° TCH 40

12.8 NM

5.2 NM

Procedure Turn NA

KEGRA UJM 12.8

800

1900

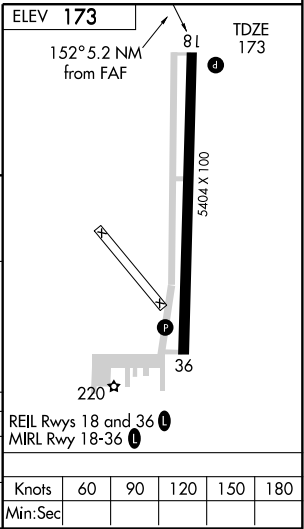
UJM R-152

KEGRA UJM 12.8

UJM 18

VGSI and descent angles not coincident

CATEGORY	A	B	C	D
S-18	560-1	387 (400-1)	560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)



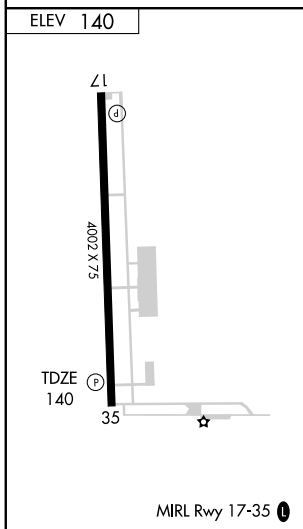
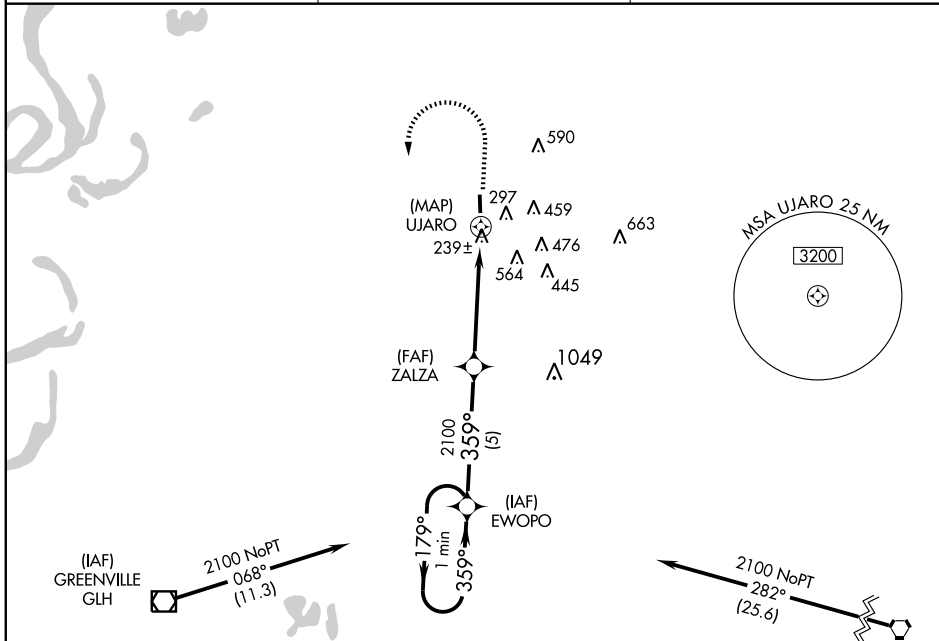


APP CRS	Rwy Idg	<b>4002</b>
<b>359°</b>	TDZE	<b>140</b>
	Apt Elev	<b>140</b>

# GPS RWY 35

CLEVELAND MUNI (RNV)

	When local altimeter setting not received, use Greenwood altimeter setting.		MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.	
	NA			
AWOS-3 <b>124.175</b>		MEMPHIS CENTER <b>135.875 269.35</b>		UNICOM <b>122.725 (CTAF) 0</b>

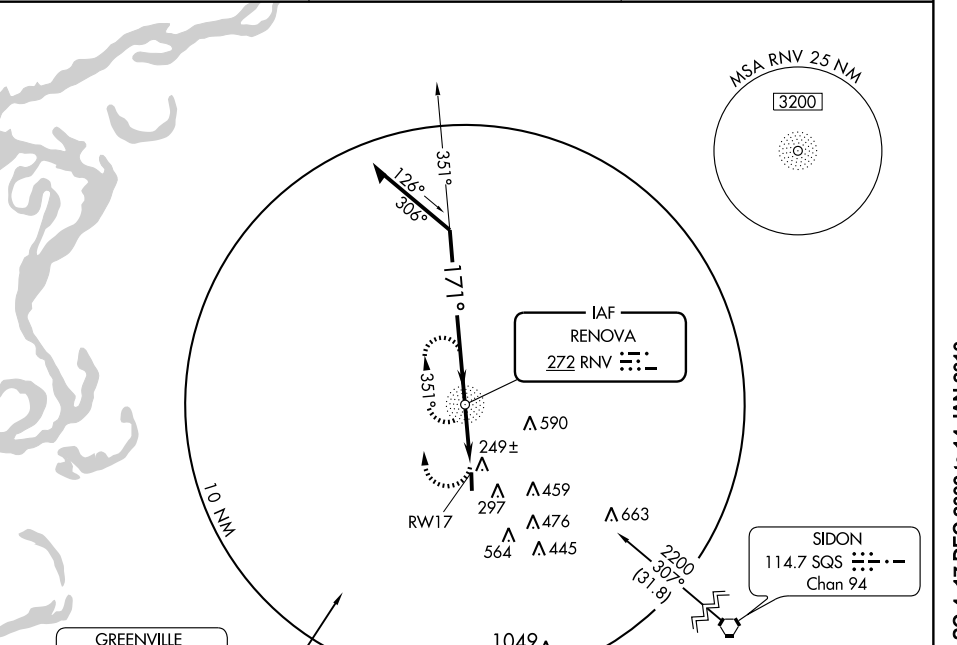


<div> <div>One Minute Holding Pattern</div> <div>EWOP</div> <div>ZALZA</div> <div>UJARO</div> </div>				
<div> <div>2100 ← 179°</div> <div>359° → 359°</div> <div>2100</div> </div>				
<div> <div>5 NM</div> <div>5 NM</div> <div>0.5</div> </div>				
CATEGORY	A	B	C	D
S-35	580-1	440 (500-1)	580-1¼ 440 (500-1¼)	580-1½ 440 (500-1½)
CIRCLING	700-1	560 (600-1)	820-2 680 (700-2)	1040-2¾ 900 (900-2¾)

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3 <b>124.175</b>	MEMPHIS CENTER <b>135.875 269.35</b>	UNICOM <b>122.725 (CTAF)</b>
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ELEV 140

171° 2.5 NM from FAF

TDZE 140

4002 X 75

35

MRL Rwy 17-35

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

Remain within 10 NM

NDB

351°

1700

171°

1000\*

RW17

2.5 NM

1700

RNV 272

CATEGORY	A	B	C	D
S-17	760-1 620 (700-1)		760-1¾ 620 (700-1¾)	760-2 620 (700-2)
CIRCLING	760-1 620 (700-1)		860-2 720 (800-2)	1040-3 900 (900-3)

SC-4, 17 DEC 2009 to 14 JAN 2010

V

NA

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

AWOS-3 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 1
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MSA GLH 25 NM  
3200

1.0 NM

590  
459  
297  
564  
476  
445  
663  
1049

(MABWU)  
(IAF)  
SKENE INT  
GLH 13  
R-294  
R-035  
215°  
1 min  
035°

1700 NoPT  
035° (13)

IAF  
GREENVILLE  
110.2 GLH 13  
Chan 39

SIDON  
114.7 SQS  
Chan 94  
2200  
294°  
(30.4)

One Minute Holding Pattern

1700

215°  
035°

SKENE INT  
GLH 13

4.9 NM

(MABWU)  
GLH 17.9

1700  
GLH R-035

SKENE INT  
GLH 13

4002 X 75

35


035° 4.9 NM from FAF

CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	860-1 720 (800-1)		860-2 720 (800-2)	1040-3 900 (900-3)	Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

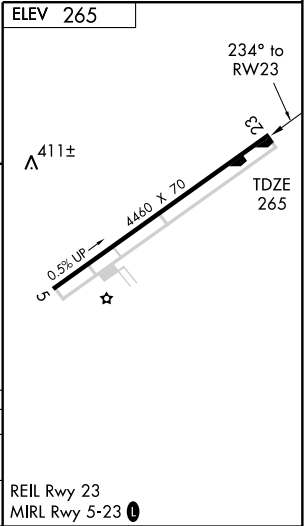
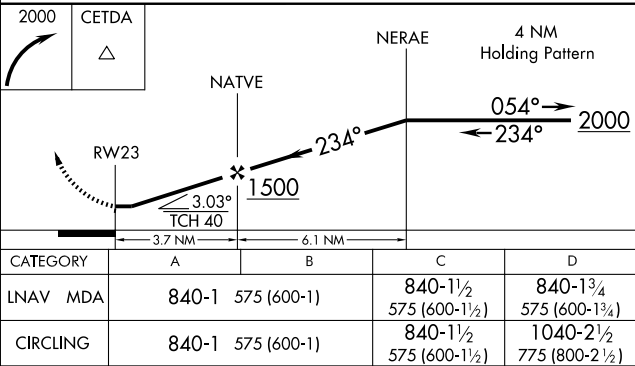
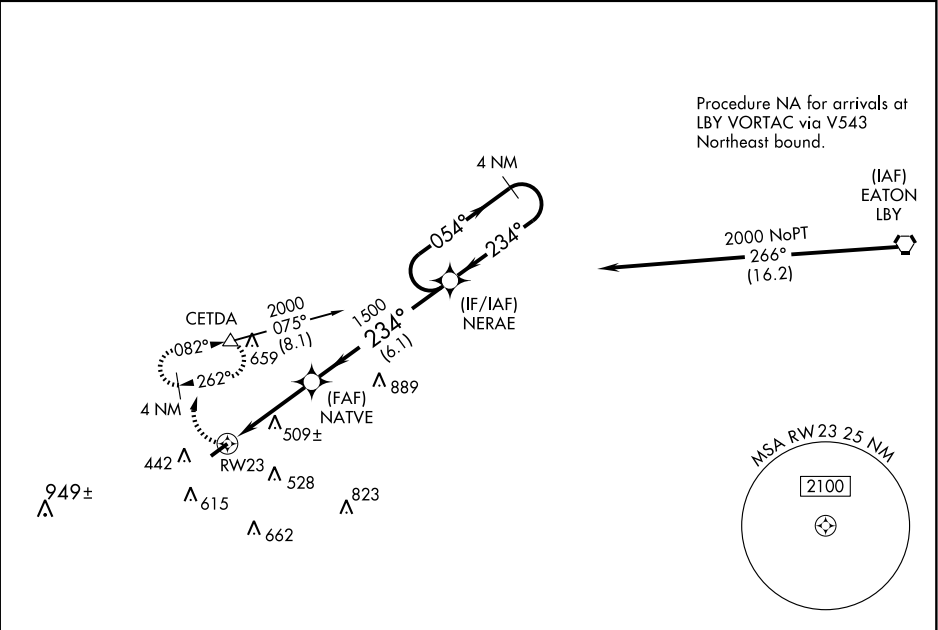
SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4460
234°	TDZE	265
	Apt Elev	265

RNAV (GPS) RWY 23  
COLUMBIA-MARION COUNTY (ØRØ)

 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.
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HATTIESBURG-LAUREL AWOS-3 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) Ø
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# AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS, MISSISSIPPI

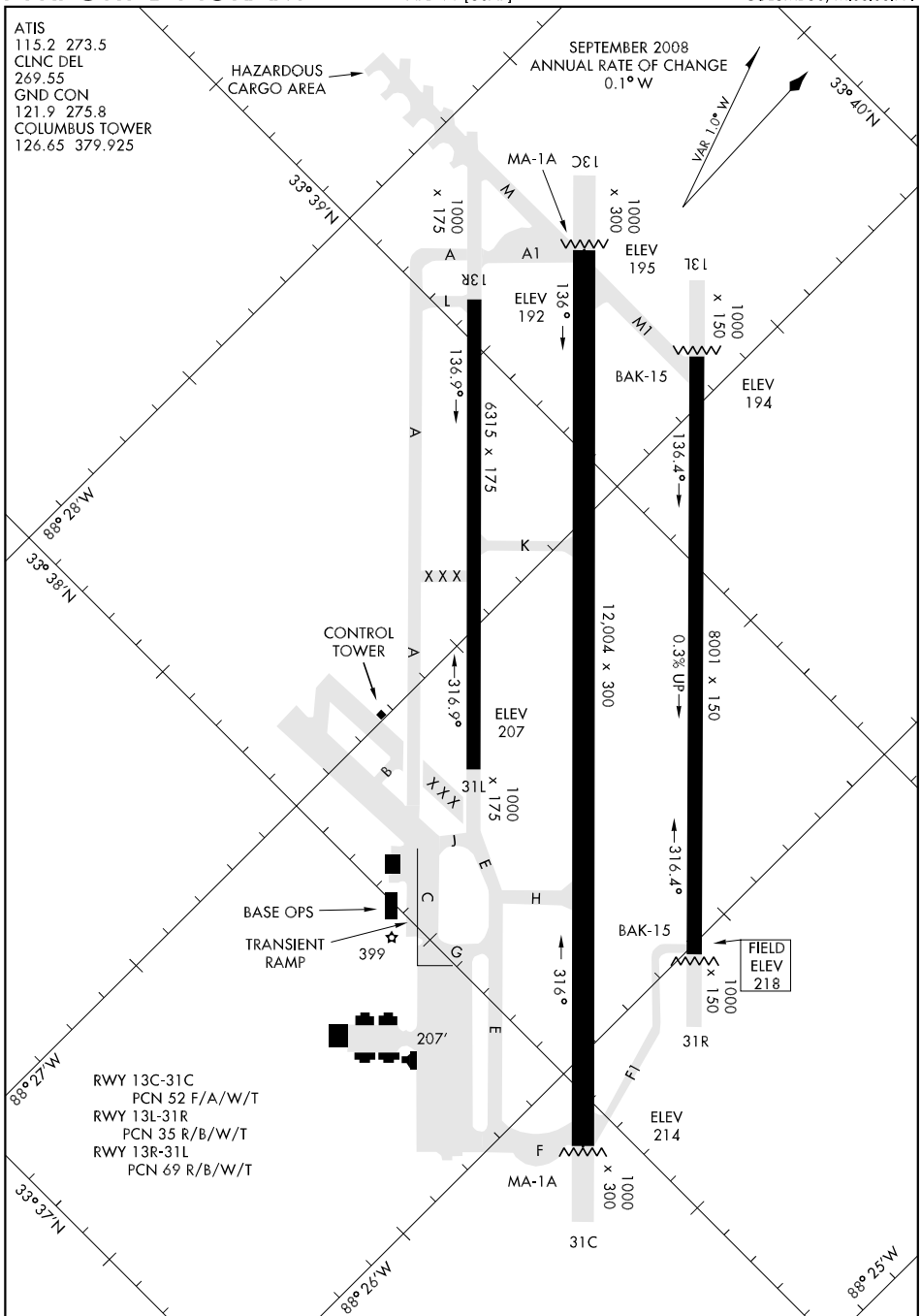
ATIS  
115.2 273.5  
CLNC DEL  
269.55  
GND CON  
121.9 275.8  
COLUMBUS TOWER  
126.65 379.925

HAZARDOUS  
CARGO AREA

SEPTEMBER 2008  
ANNUAL RATE OF CHANGE  
0.1° W

Var 1.0° W  
33° 40' N

SC-4, 17 DEC 2009 to 14 JAN 2010



# AIRPORT DIAGRAM

WGS-84 DATUM

COLUMBUS, MISSISSIPPI

# COLUMBUS ONE DEPARTURE

SHL-91 [USAF]

COLUMBUS ONE (R-001)  
COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5  
CLNC DEL  
126.25 269.55  
GND CON  
121.9 275.8  
COLUMBUS TOWER  
126.65 379.925  
COLUMBUS DEP CON  
132.025 291.65

HOLLY SPRINGS  
112.4 HLI  
Chan 71

## RADAR REQUIRED

HAMILTON  
110.4 HAB  
Chan 41  
L-18

Rwy	Knots	60	120	180	240	300	360
13C/L (a)	V/V(fpm)	590	1180	1770	2360	2940	3530
31C/R (a)	V/V(fpm)	770	1530	2290	3050	3810	4580
31R (b)	V/V(fpm)	210	420	630	840	1050	1260

(a) ATC Climb Rate to 3.4 DME or 1800'

(b) Obstacle Climb Rate to 600'

COLUMBUS 1 MOA  
8000' - 13,000'  
15,000' - 22,000'

990 A

COLUMBUS 1 MOA  
8000' - 13,000'  
15,000' - 22,000'

COLUMBUS 1 MOA  
8000' - 13,000'  
15,000' - 22,000'

JANHO  
CBM  
3.4

FILAM  
CBM  
3.4

386  
135°

642  
A

MENEE  
CBM  
3.4

315°

780  
A

COSOB  
CBM  
3.4

A 770

CALEDONIA  
115.2 CBM  
Chan 99

V278/J52

R-086

R-266

SIDON  
114.7 SQS  
Chan 94

L-18, H-6

BIGBEE  
116.2 IGB  
Chan 109

L-18, H-6

## DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110' into the overrun approximately 4' high.

TAKE-OFF RWY 13C: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4 DME). Cross MENEE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.

# COLUMBUS ONE DEPARTURE

COLUMBUS, MISSISSIPPI

LOC I-CBM <b><u>109.3</u></b>	APCH CRS <b>135°</b>	Rwy Idg <b>12,004</b> TDZE <b>197</b> Arpt Elev <b>218</b>	JAL-91 [USAF]	COLUMBUS AFB (KCBM)
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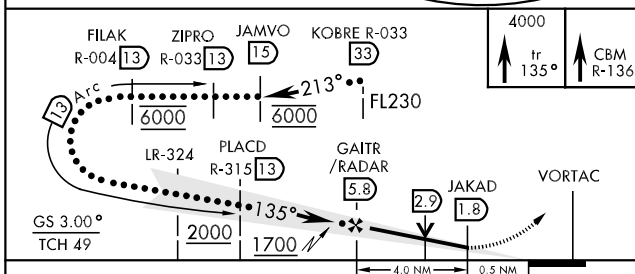
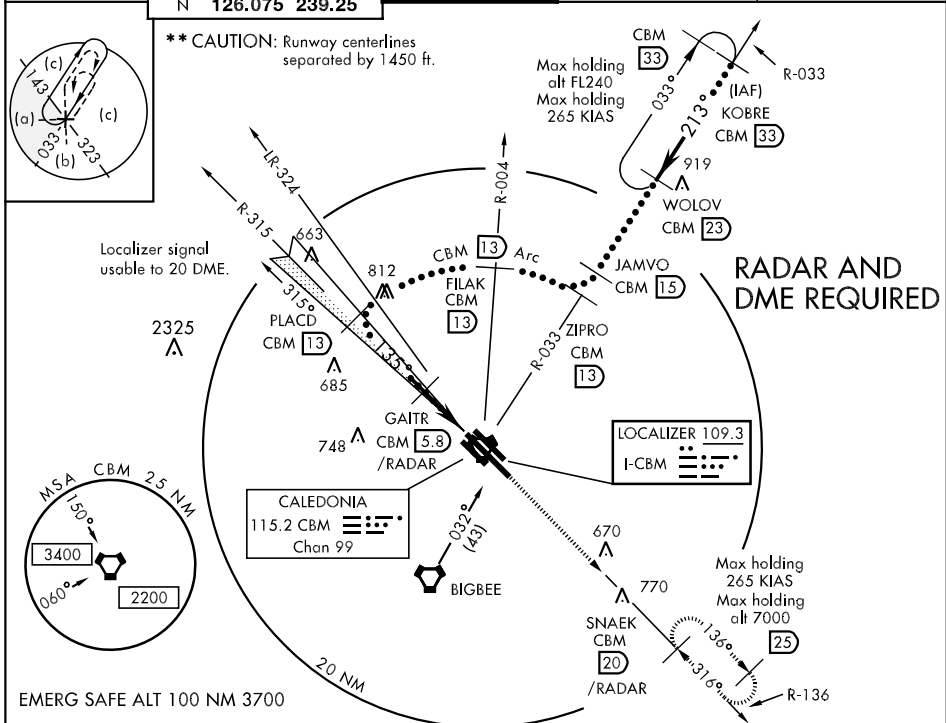
**T** \* When ALS inop increase CAT C vis to  $1\frac{1}{2}$ , CAT D vis to  $1\frac{3}{4}$ , CAT E vis to 2 miles.



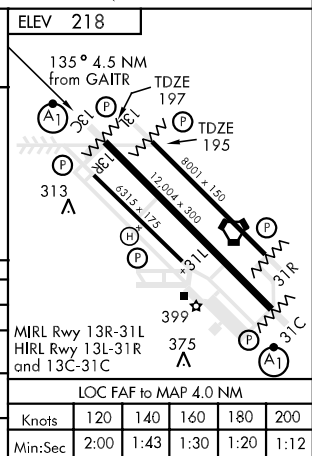
**MISSED APPROACH:** Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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**\*\* CAUTION:** Runway centerlines separated by 1450 ft.



CATEGORY	C	D	E
S-ILS 13C	397/40 200 (200-¾)		
S-LOC 13C *	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
** SIDE STEP 13L	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)



LOC I-TBB  
**108.7**

APCH CRS  
**315°**

Rwy Idg	12,004
TDZE	214
Arpt Elev	218

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

\* When ALS inop increase CAT CD RVR to 60 and vis to 1 1/4, CAT E vis to 1 1/2.

ALSF-1

**MISSED APPROACH:** Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS  
115.2 273.5

COLUMBUS APP CON		
SE	132.025	291.65
SW	135.6	323.275
N	126.075	239.25

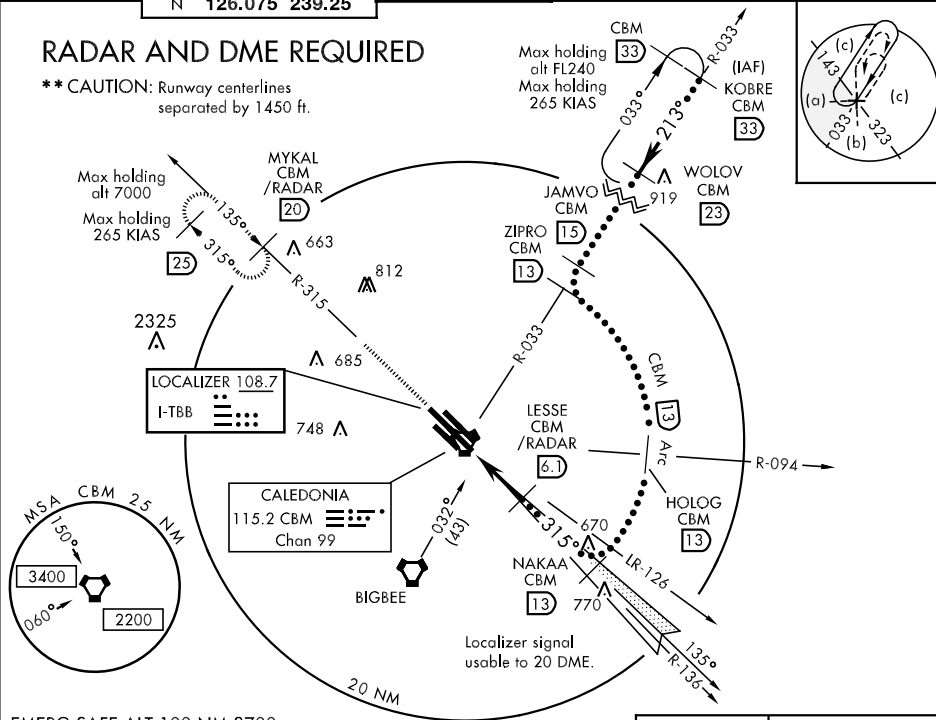
COLUMBUS TOWER  
126.65 379.925

GND CON  
121.9 275.8

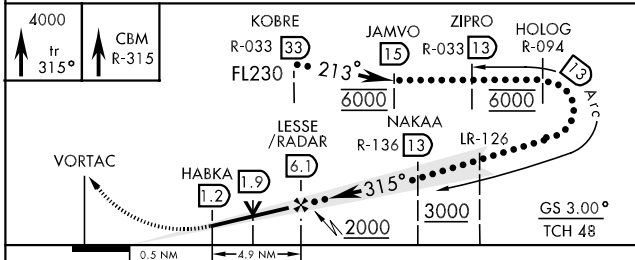
CLNC DEL  
**269.55**

## RADAR AND DME REQUIRED

**\*\* CAUTION:** Runway centerlines separated by 1450 ft.

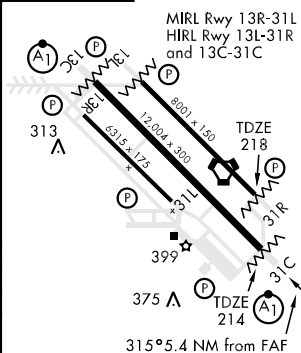


EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-ILS 31C	414/40	200 (200-¾)	
S-LOC 31C *	640/40 426	(500-¾)	640/50 426 (500-1)
** SIDE STEP 31R	640/60 422	(500-1¼)	640-1½ 422 (500-1½)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)


ELEV 218



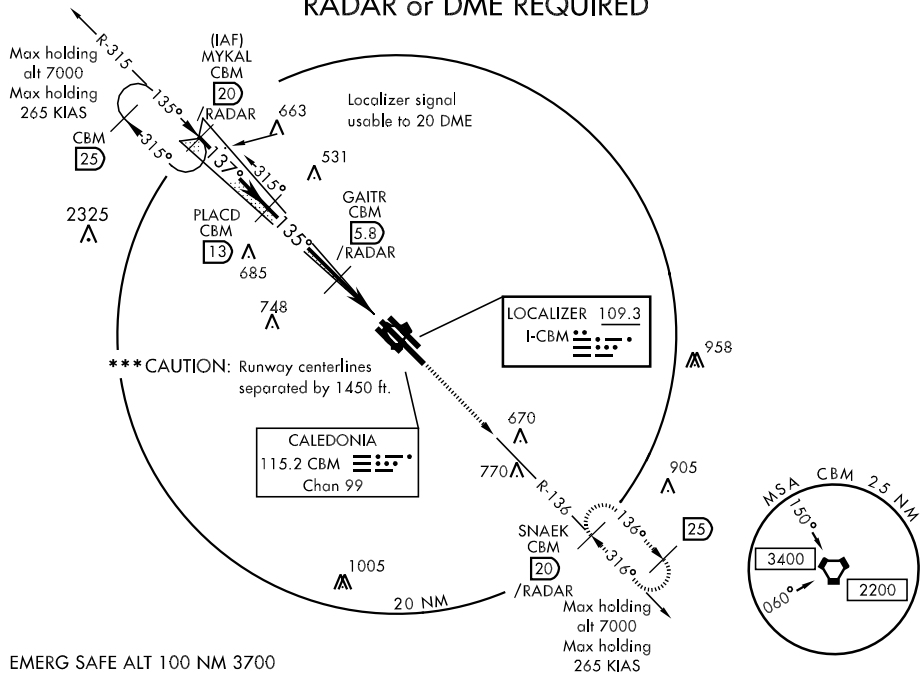
FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

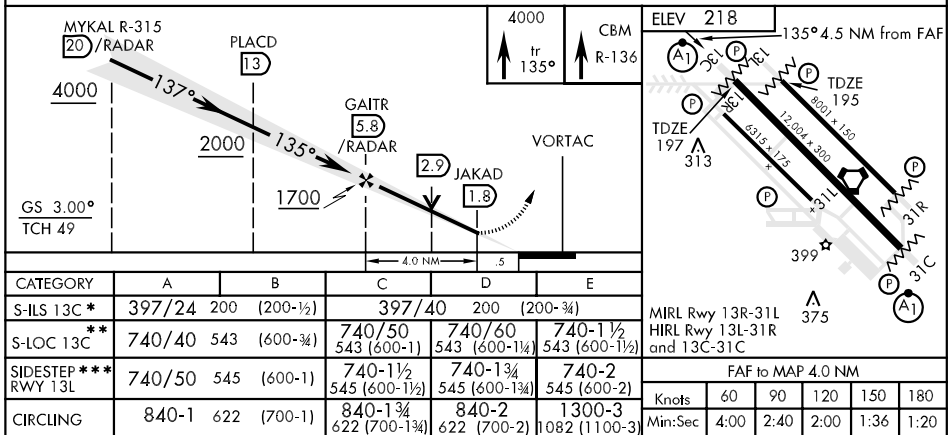


LOC I-CBM <b>109.3</b>	APCH CRS <b>135°</b>	Rwy Idg <b>12,004</b> TDZE <b>197</b> Arpt Elev <b>218</b>	AL-91 [USAF]		COLUMBUS AFB (KCBM)	
<b>▼</b> *When ALS inop, increase RVR to 40 and vis to ¾ mile. <b>**</b> When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.			ALSF-1 	<b>MISSED APPROACH:</b> Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.		
<b>ATIS</b> <b>115.2 273.5</b>	<b>COLUMBUS APP CON</b> SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>		<b>COLUMBUS TOWER</b> <b>126.65 379.925</b>	<b>GND CON</b> <b>121.9 275.8</b>	<b>CLNC DEL</b> <b>269.55</b>	

## RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3700



LOC I-TBB <b>108.7</b>	APCH CRS <b>315°</b>	Rwy Idg <b>12,004</b> TDZE <b>214</b> Arprt Elev <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ \*\*When ALS inop, incr CAT AB RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, incr CAT AB RVR to 50 and vis to 1,  
 CAT CD RVR to 60 and vis to 1¼, and CAT E vis to 1½ miles.

ALSF-1

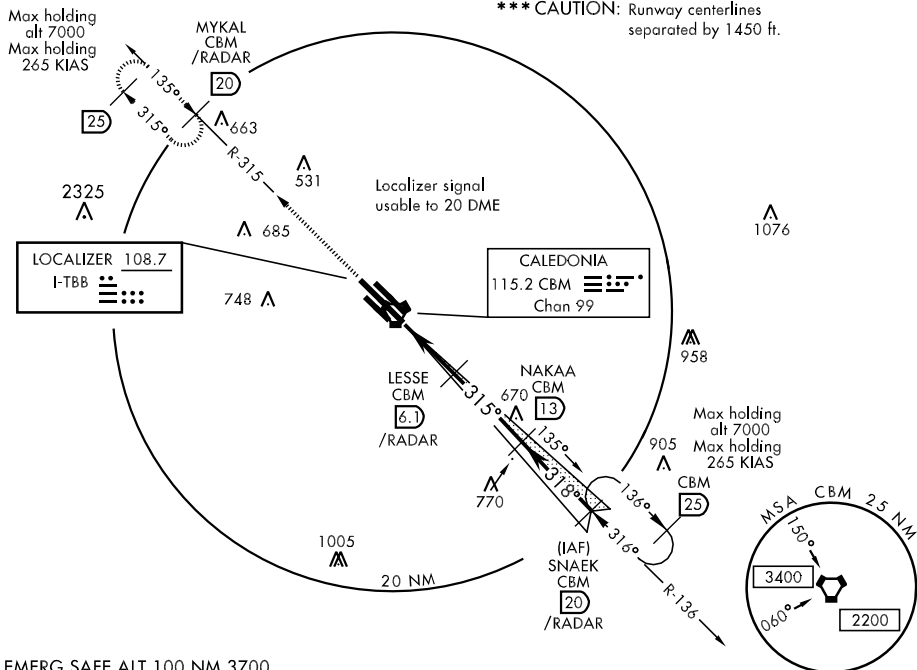


MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

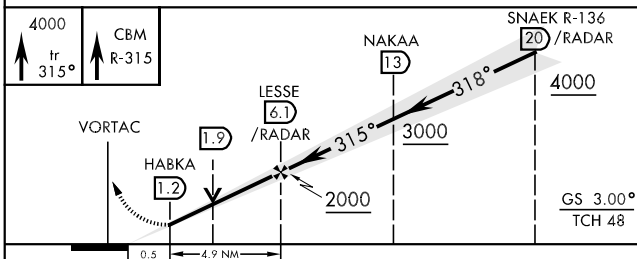
ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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## RADAR or DME REQUIRED

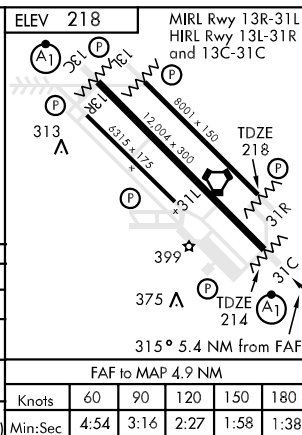
\*\*\* CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 31C *	414/24	200 (200-½)	414/40	200	(200-¾)
S-LOC 31C **	640/24	426 (500-½)	640/40	426 (500-¾)	640/50 426 (500-1)
SIDESTEP *** RWY 31R	640/50 422 (500-1)		640/60 422 (500-1¼)	640-1 ½ 422 (500-1½)	
CIRCLING	840-1	622 (700-1)	840-1¼ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)



APCH CRS <b>090°</b>	Rwy Idg TDZE Arpt Elev	<b>NA</b> <b>NA</b> <b>218</b>
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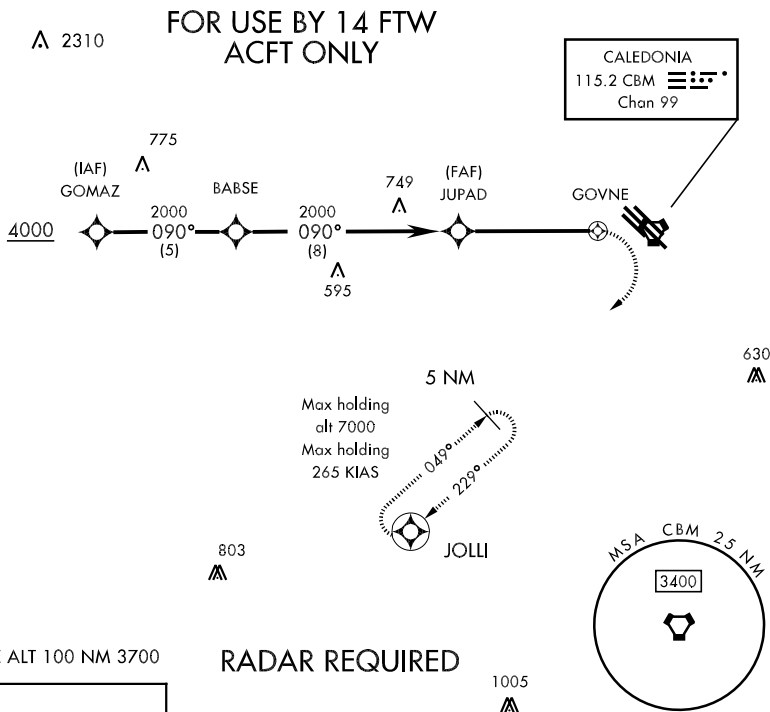
AL-91 [USAF]

COLUMBUS AFB (KCBM)

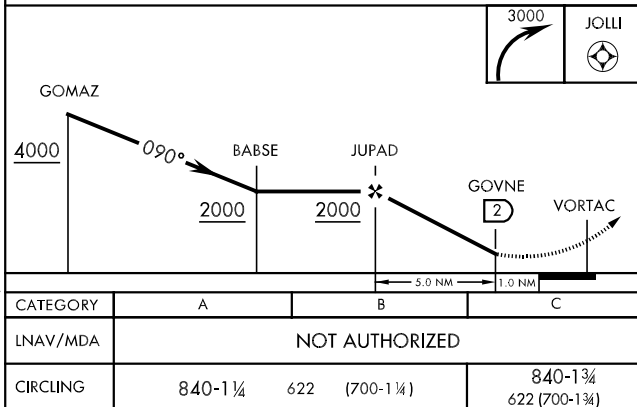
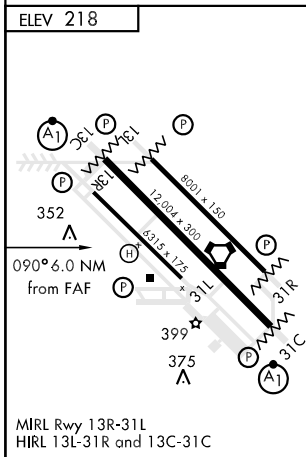
▼ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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ELEV 218



APCH CRS <b>359°</b>	Rwy Idg TDZE Arpt Elev	<b>NA</b> <b>NA</b> <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

 ATIS  
**115.2 273.5**

COLUMBUS APP CON			
<b>SE</b>	<b>132.025</b>	<b>291.65</b>	
<b>SW</b>	<b>135.6</b>	<b>323.275</b>	
<b>N</b>	<b>126.075</b>	<b>239.25</b>	

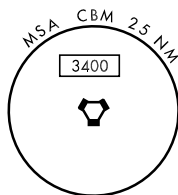
COLUMBUS TOWER
<b>126.65 379.925</b>

GND CON
<b>121.9 275.8</b>

CLNC DEL
<b>269.55</b>

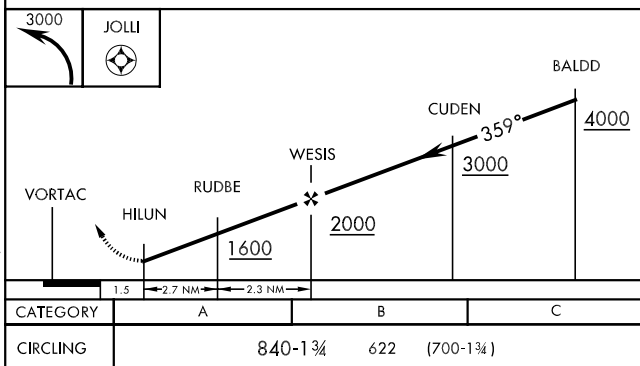
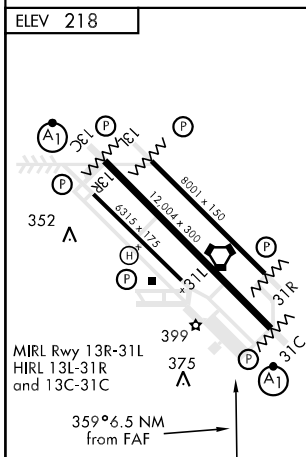
FOR USE BY 14 FTW  
ACFT ONLY

RADAR REQUIRED



EMERG SAFE ALT 100 NM 3700

ELEV 218



APCH CRS **135°**  
Rwy Idg **12,004**  
TDZE **197**  
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1



MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

ATIS  
**115.2 273.5**

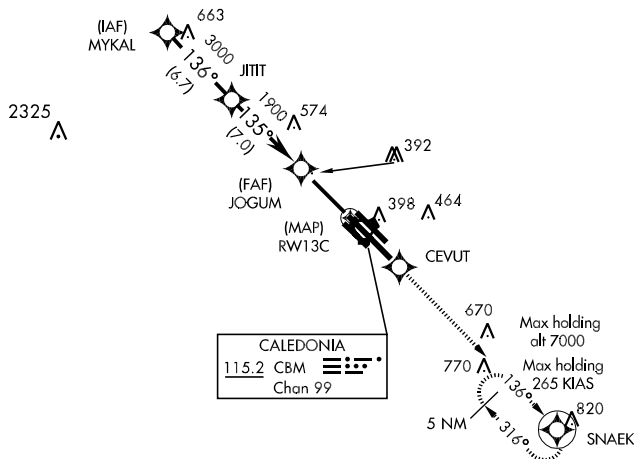
COLUMBUS APP CON  
SE **132.025 291.65**  
SW **135.6 323.275**  
N **126.075 239.25**

COLUMBUS TOWER  
**126.65 379.925**

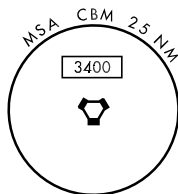
GND CON  
**121.9 275.8**

CLNC DEL  
**269.55**

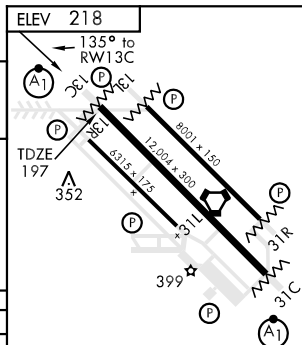
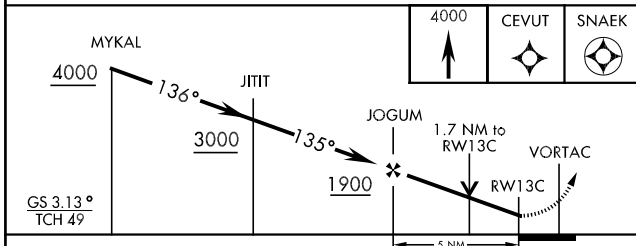
DME/DME RNP-0.3 NA



CALEDONIA  
115.2 CBM   
Chan 99



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA *	780/40 583 (600-¾)	780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)	780-1½ 583 (600-1½)
CIRCLING	840-1 622 (700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)	

MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R and 13C-31C

APCH CRS	Rwy Idg	12,004
315°	TDZE	214
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.



MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

ATIS  
115.2 273.5

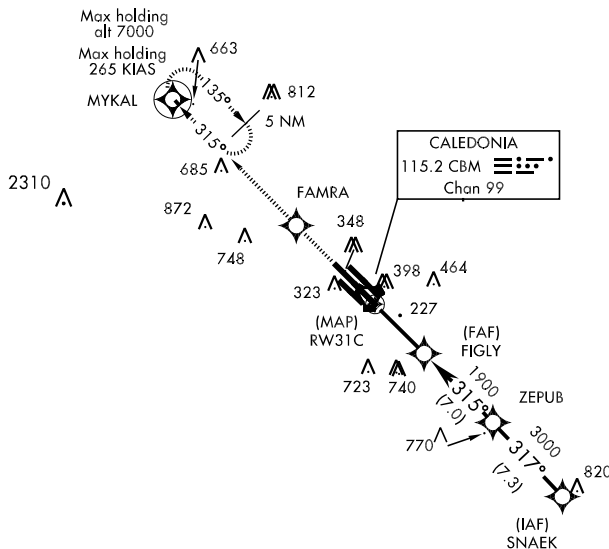
COLUMBUS APP CON		
SE	132.025	291.65
SW	135.6	323.275
N	126.075	239.25

COLUMBUS TOWER  
126.65 379.925

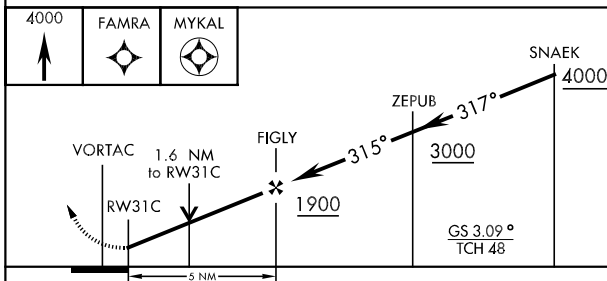
GND CON  
**121.9 275.8**

CLNC DEL  
**269.55**

DME/DME RNP-0.3 NA

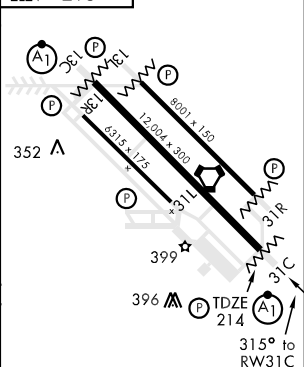
919  
A

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA *	780/24	566 (600-½)	780/50 566 (600-1)	780/60 566 (600-1¼)	780-1½ 566 (600-1½)
CIRCLING	840-1	622 (700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

ELEV 218



MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R and 13C-31C

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Orig 08353

PLAY (CBS) 5:30-6:00

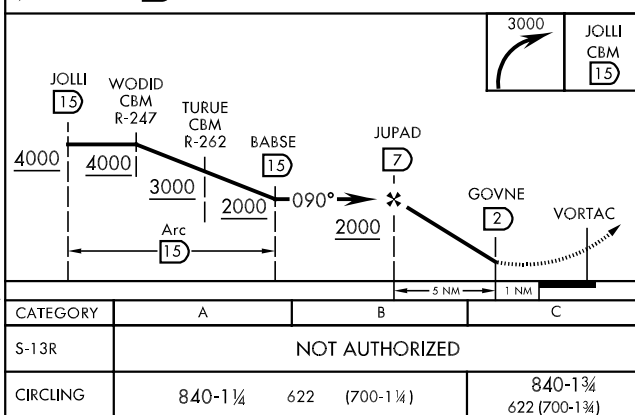
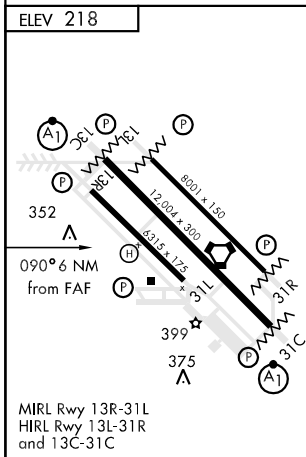
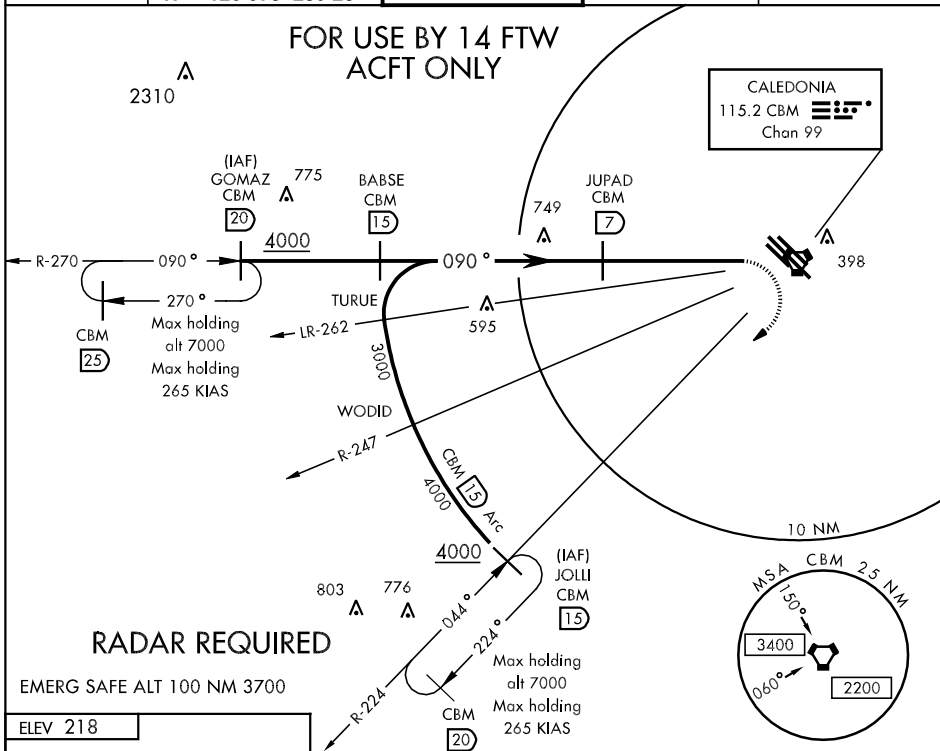
VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>090°</b>	Rwy Idg TDZE Arpt Elev <b>NA</b> <b>NA</b> <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.


ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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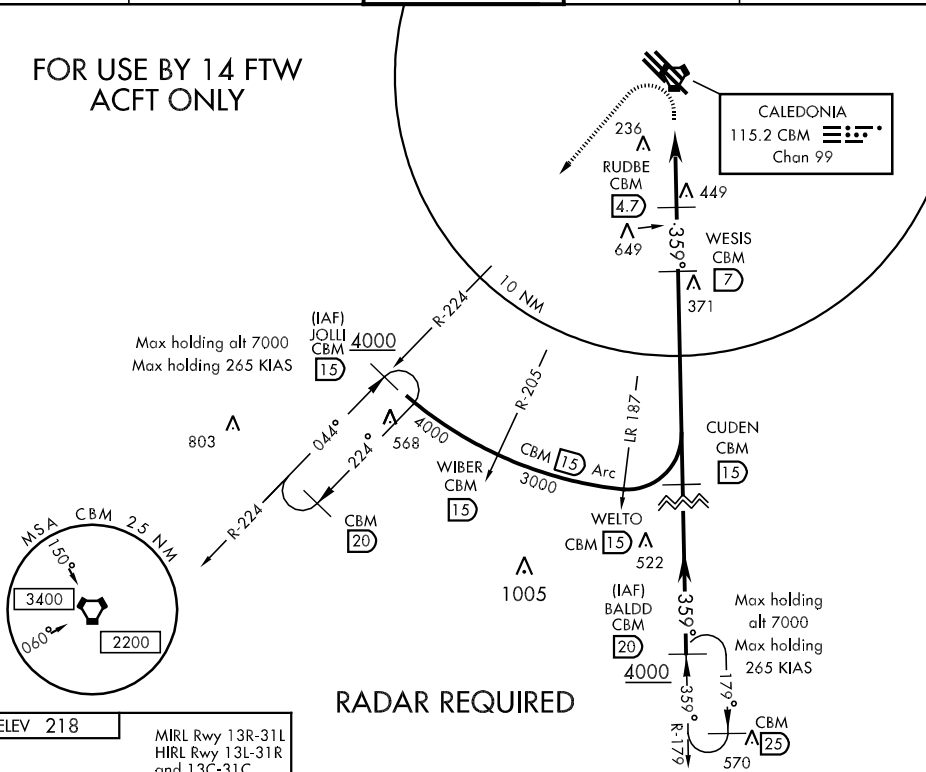


VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>359°</b>	Rwy Idg TDZE Arpt Elev <b>NA</b> <b>NA</b> <b>218</b>
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AL-91 [USAF]

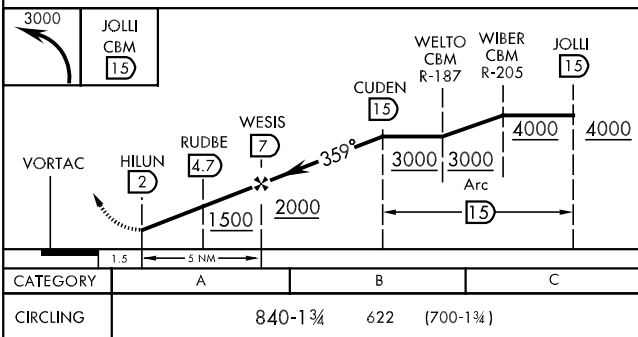
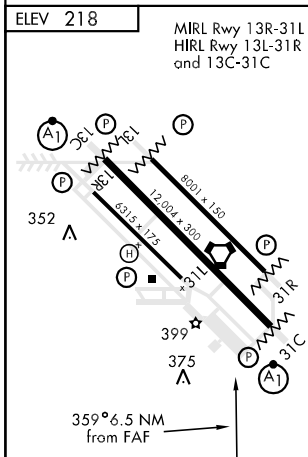
COLUMBUS AFB (KCBM)

			MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.		
ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>		COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>

FOR USE BY 14 FTW  
ACFT ONLY

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>133°</b>	Rwy Idg <b>12,004</b> TDZE <b>197</b> Arprt Elev <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

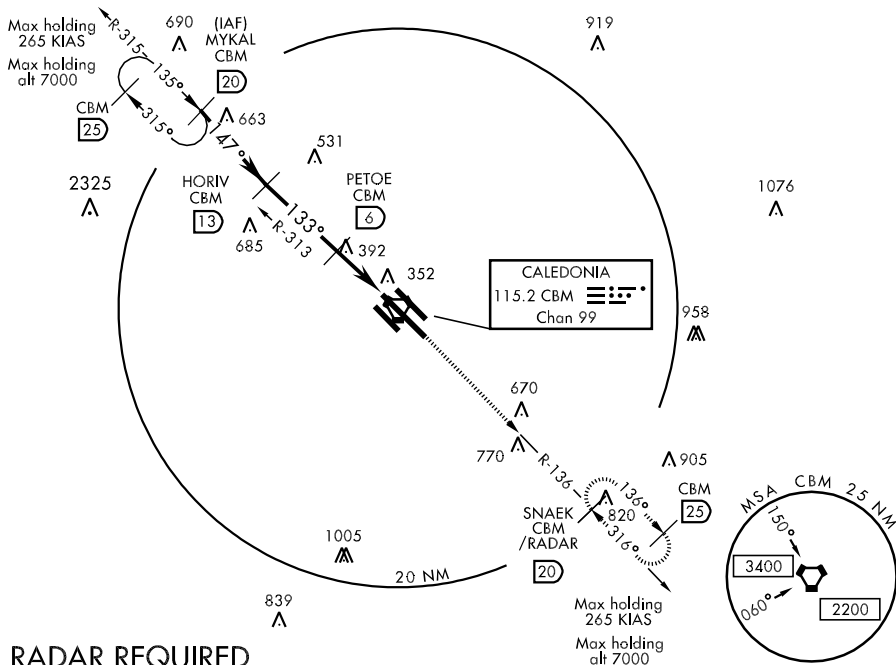
▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1



MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

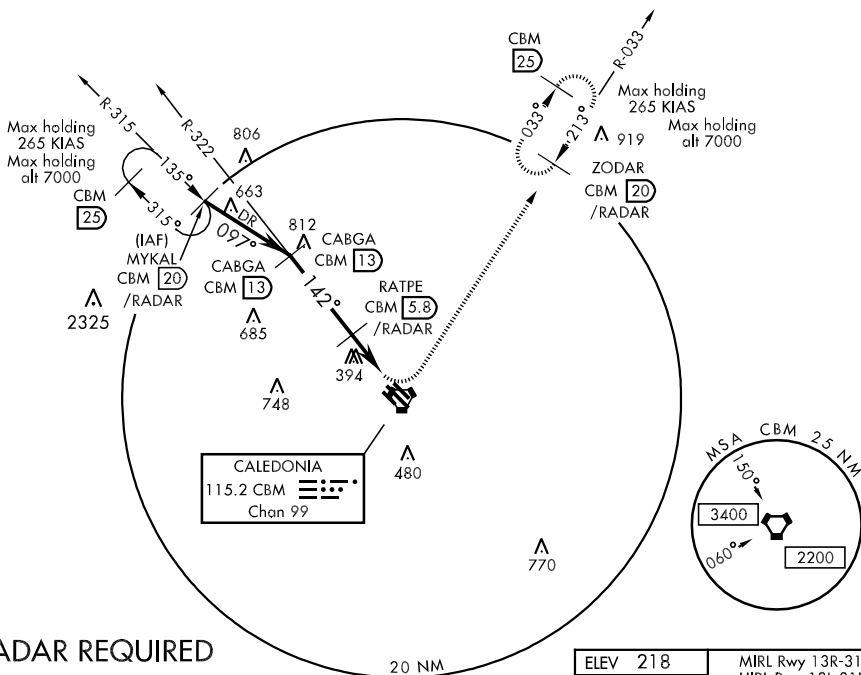
<div> <div>MYKAL R-315 /RADAR (20)</div> <div>Intcp HORIV R-313 (13)</div> <div>PETOE (6)</div> <div>DAVVE (1.9)</div> <div>VORTAC</div> </div> <div> <div>4000</div> <div>2000</div> <div>1700</div> <div>4.1 NM</div> <div>0.6</div> </div> <div> <div>4000 fr 135°</div> <div>CBM R-136</div> <div>SNAEK CBM (20)</div> </div>					
<div> <div>2.92° TCH 49</div> <div>147°</div> <div>133°</div> <div>1700</div> </div>					
CATEGORY	A	B	C	D	E
S-13C *	780/40 583 (600-¾)		780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)
<div> <div>ELEV 218</div> <div>133° 4.7 NM from FAF</div> <div>TDZE 197</div> <div>352</div> <div>399</div> <div>375</div> <div>31R</div> <div>31C</div> </div>					
<div> <div>MIRL Rwy 13R-31L</div> <div>HIRL Rwy 13L-31R and 13C-31C</div> <div>FAF to MAP 4.1 NM</div> </div>					
<div> <div>Knots</div> <div>60 90 120 150 180 200</div> </div>					
<div> <div>Min:Sec</div> <div>4:06 2:44 2:03 1:38 1:22 1:14</div> </div>					

VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>142°</b>	Rwy Idg <b>8001</b> TDZE <b>195</b> Arpt Elev <b>218</b>	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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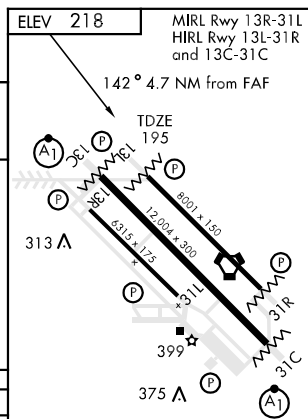
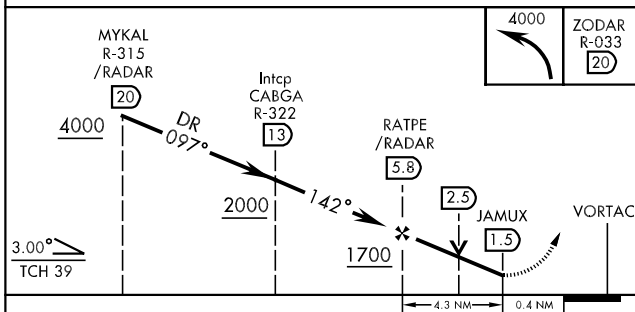
**MISSED APPROACH:** Climbing left turn to 4000 direct ZODAR and hold or as directed by ATC.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	700/50 505 (500-1)		700-1½ 505 (500- 1½)		700-1¾ 505 (500-1¾)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 1 08269

VOP/DME TAGANBAY/101

VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>317°</b>	Rwy Idg <b>12,004</b> TDZE <b>214</b> Arpt Elev <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

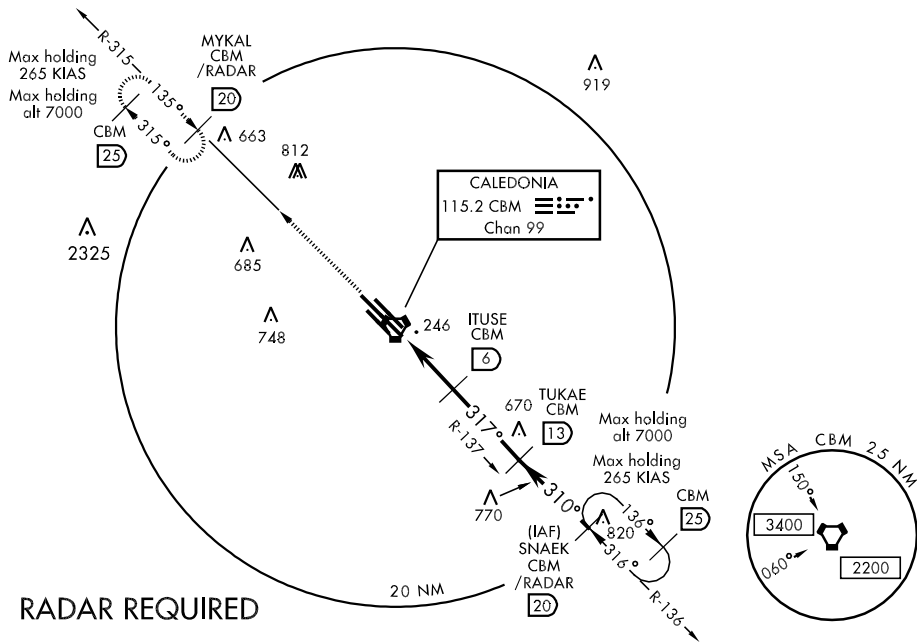
✦ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1



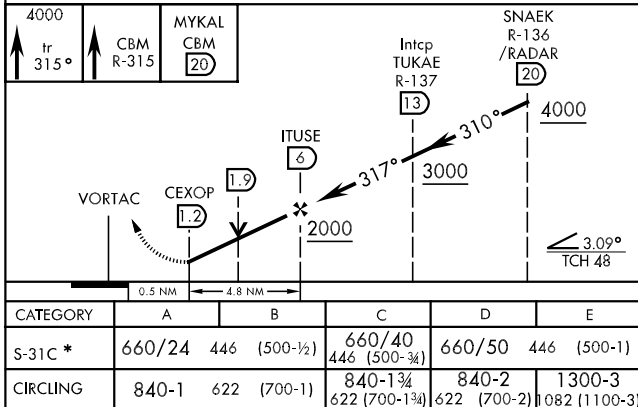
MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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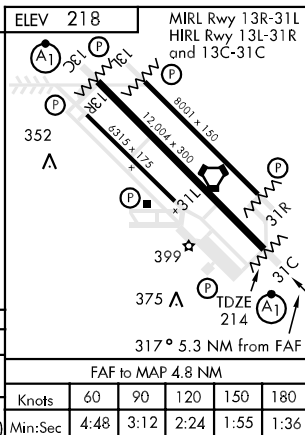


RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31C *	660/24 446 (500-½)	660/40 446 (500-¾)	660/50 446 (500-1)		
CIRCLING	840-1 622 (700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)	

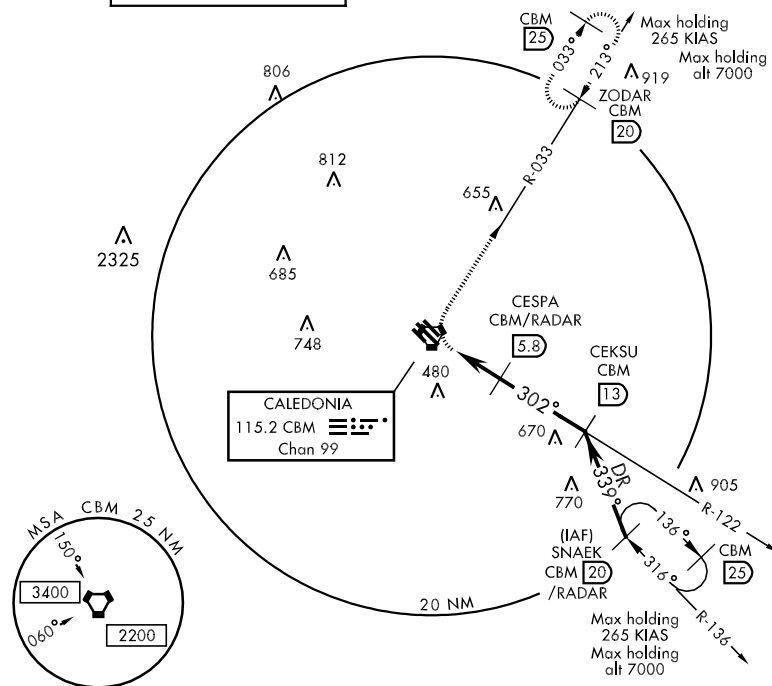


VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg TDZE Arprt Elev 8001 218 218	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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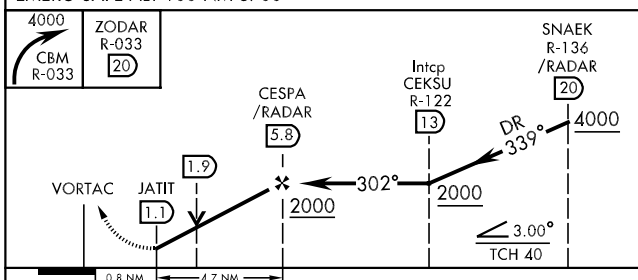
MISSED APPROACH: Climbing right turn to 4000. Intercept CBM R-033 direct ZODAR and hold or as directed by ATC.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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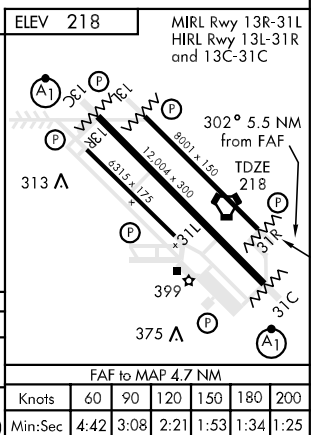


## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31R	780/50 562 (600-1)		780-1½ 562 (600-1½)	780-1¾ 562 (600-1¾)	780-2 562 (600-2)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)



# WEST POINT ONE RWY 13R/31L DEPARTURE

SHL-91 [USAF]

COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5  
CLNC DEL  
126.25 269.55  
GND CON  
121.9 275.8  
COLUMBUS TOWER  
126.65 379.925  
COLUMBUS DEP CON  
132.025 291.65

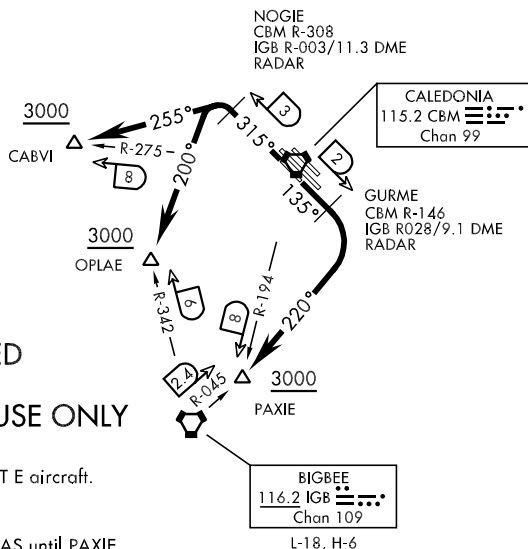
A  
978

Rwy	Knots	60	120	180	240	300	360
13R (A)	V/V(fpm)	340	680	1010	1350	1680	2020
31L (B)	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate

(A) to PAXIE or 3000

(B) to CABVI / OPLAE or 3000



**RADAR REQUIRED**

**14 FTW AIRCRAFT USE ONLY**

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE

Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

## DEPARTURE ROUTE DESCRIPTION (BIGBEE)

**TAKE-OFF RWY 13R:** Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

**TAKE-OFF RWY 31L:** Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

## DEPARTURE ROUTE DESCRIPTION (CALEDONIA)

**TAKE-OFF RWY 13R:** Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

**TAKE-OFF RWY 31L:** Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

# WEST POINT ONE RWY 13R/31L DEPARTURE

COLUMBUS, MISSISSIPPI

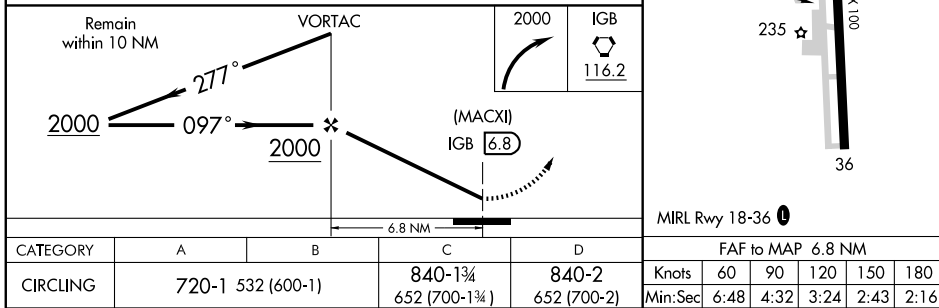
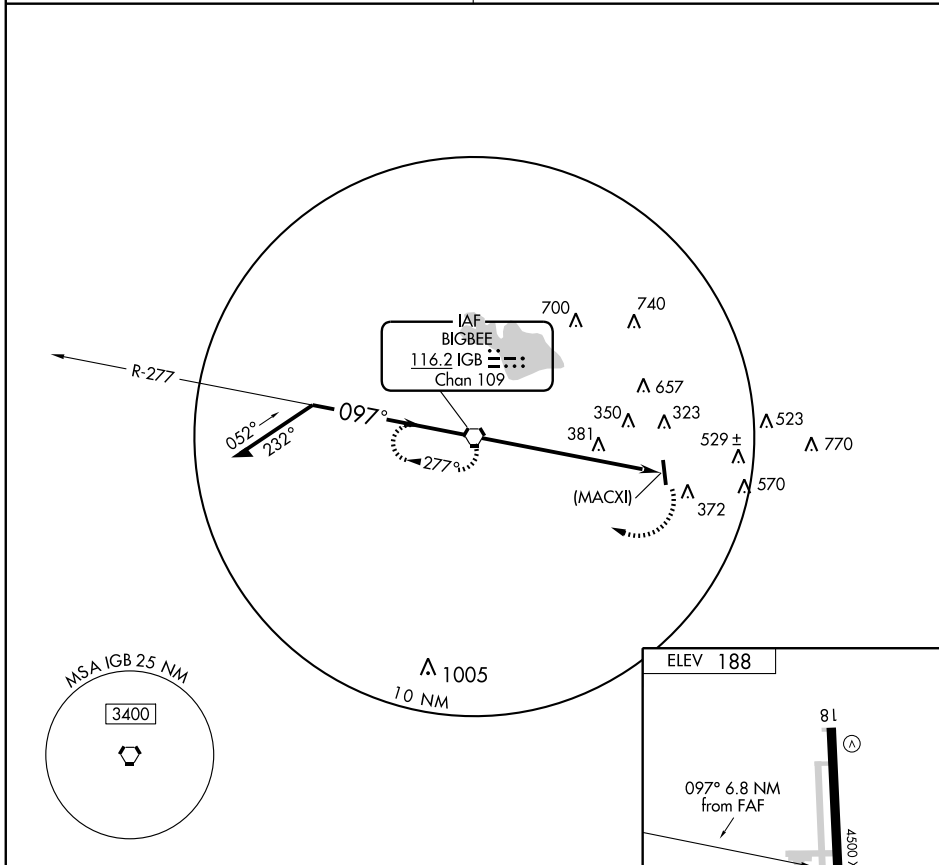
SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>188</b>
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VOR or GPS-A  
COLUMBUS-LOWNDES COUNTY (UBS)

<p>▼ Use Columbus AFB altimeter setting.</p> <p>▲ N/A</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.</p>
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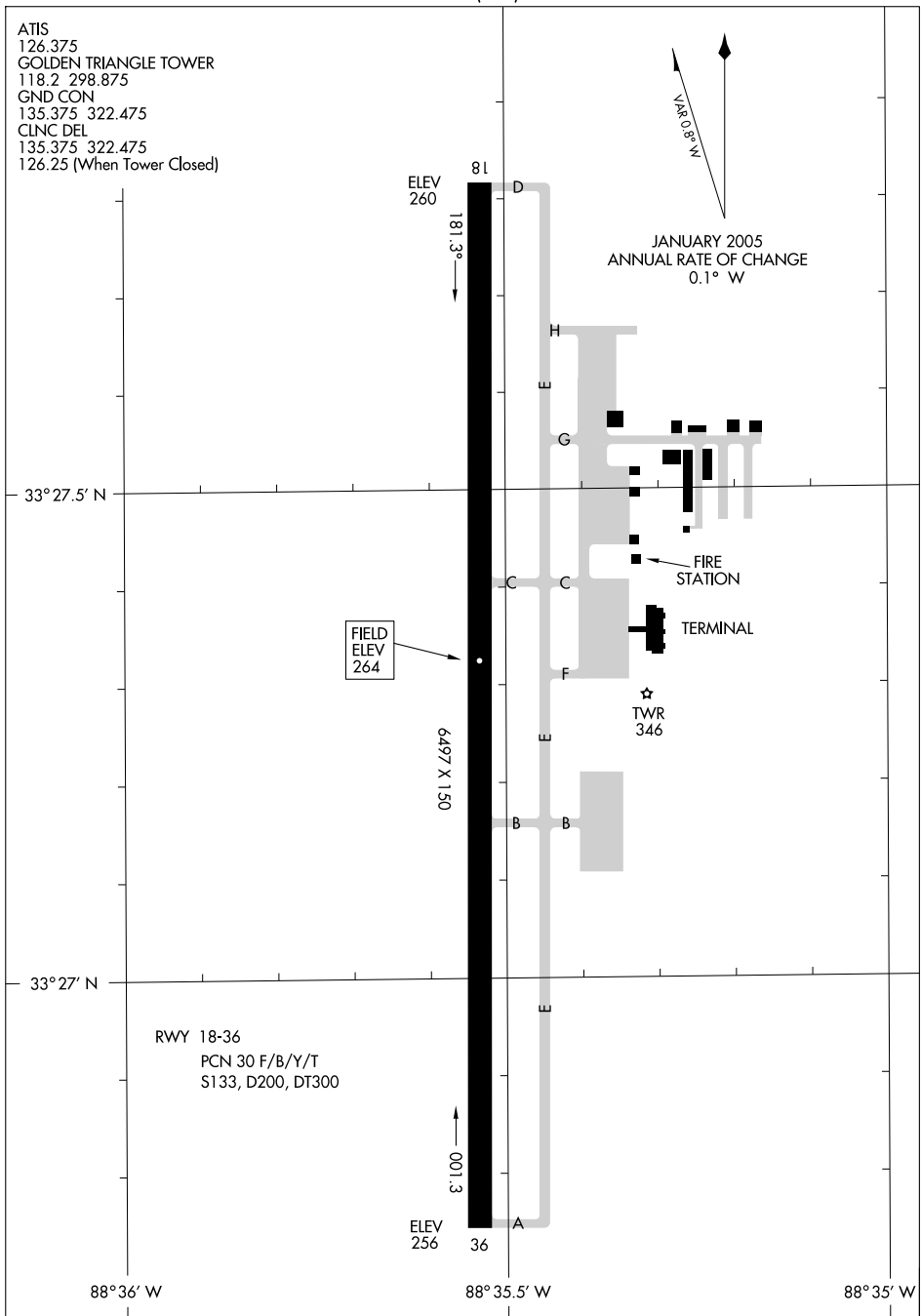
COLUMBUS APP CON ★ <b>135.6 323.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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# AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)  
 COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

ATIS  
 126.375  
 GOLDEN TRIANGLE TOWER  
 118.2 298.875  
 GND CON  
 135.375 322.475  
 CLNC DEL  
 135.375 322.475  
 126.25 (When Tower Closed)



LOC I-GTR

APP CRS

Rwy Idg

6497

TDZE

264

Apt Elev

264

110.7

179°

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

ILS or LOC RWY 18

▽

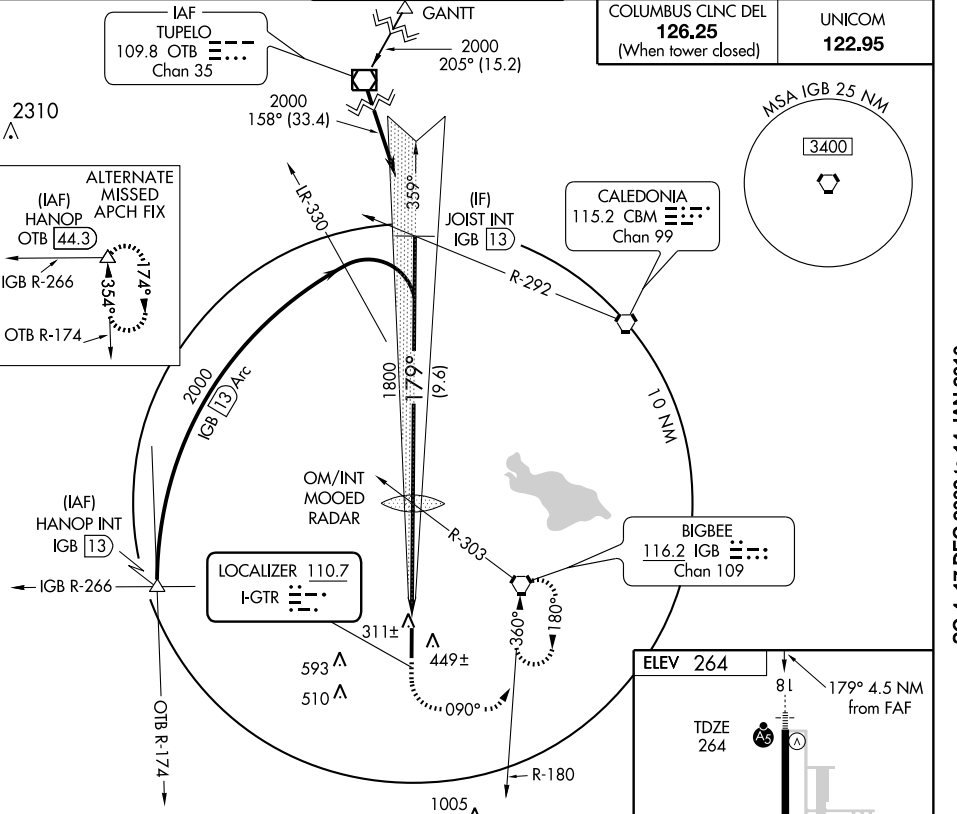
▲

If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

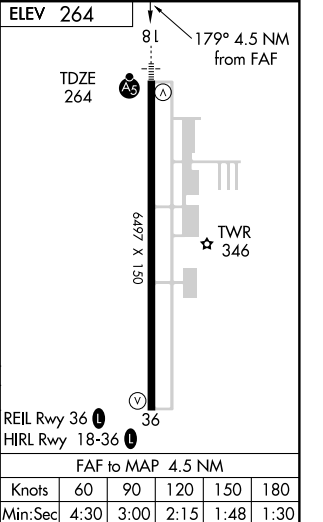
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) 0 298.875	135.375 322.475	135.375 322.475



800	2100	Hdg	IGB	MOOD OM/INT RADAR	JOIST IGB 13
↑	↙	090°	116.2		
		IGB R-180			
<div>1756</div> <div>1800</div> <div>179°</div> <div>2000</div> <div>Procedure Turn NA</div> <div>GS 3.00°</div> <div>TCH 57</div> <div>4.5 NM</div> <div>9.6 NM</div>					
CATEGORY	A	B	C	D	
S-ILS 18	464-½ 200 (200-½)				
S-LOC 18	640-½ 376 (400-½)		640-¾ 376 (400-¾)		
CIRCLING	760-1 496 (500-1)		760-1½ 820-2 556 (600-2)		



SC-4, 17 DEC 2009 to 14 JAN 2010



WAAS CH <b>63203</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>264</b> <b>264</b>
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# RNAV (GPS) RWY 18

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

▼ For inoperative MALS, increase LNAV Cat D visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

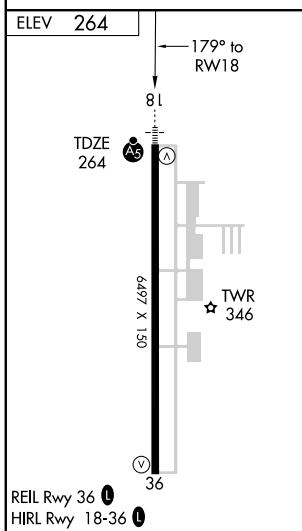
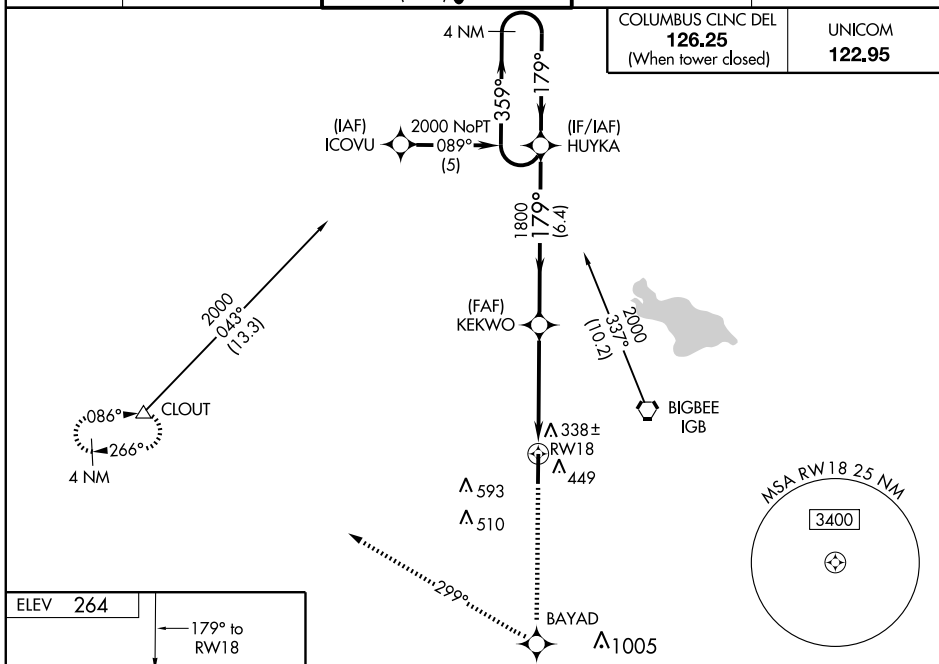
▲ Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALS, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALS



MISSED APPROACH:  
Climb to 2400 direct  
BAYAD and right turn  
via 299° track to  
CLOUT and hold.

ATIS <b>126.375</b>	COLUMBUS APP CON* <b>135.6 323.275</b>	GOLDEN TRIANGLE TOWER* <b>118.2 (CTAF) 298.875</b>	GND CON <b>135.375 322.475</b>	CLNC DEL <b>135.375 322.475</b>
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2400	BAYAD	CLOUT	4 NM Holding Pattern	
		 TRK 299°		
<p>* LNAV only</p> <p>* 1.1 NM to RW18</p> <p>RW18</p> <p>KEKWO</p> <p>HUYKA</p> <p>2000</p> <p>1800</p> <p>GS 3.00° TCH 57</p> <p>1.1 NM      3.5 NM      6.4 NM</p>				
CATEGORY	A	B	C	D
LPV DA	514-½      250 (300-½)			
LNAV/VNAV DA	667-1      403 (500-1)			
LNAV MDA	660-½      396 (400-½)			660-1 396 (400-1)
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	820-2 556 (600-2)

WAAS CH <b>99600</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg <b>6497</b> TDZE <b>264</b> Apt Elev <b>264</b>
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# RNAV (GPS) RWY 36

## COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

**MISSED APPROACH:**  
Climb to 2400 direct OBTAE  
and left turn via 258° track  
to CLOUT and hold.

ATIS  
**126.375**

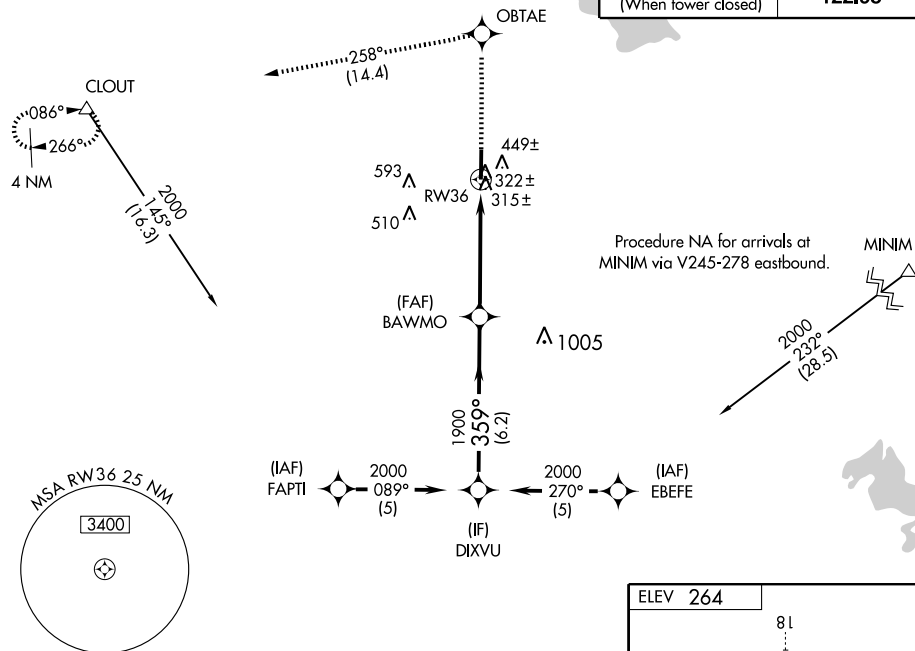
COLUMBUS APP CON★  
135.6 323.275

GOLDEN TRIANGLE TOWER★  
118.2 (CTAF) **L** 298.875

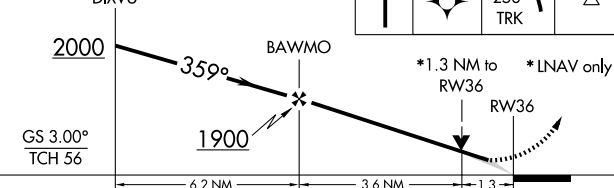
GND CON  
135.375 322.475

CLNC DEL  
**135.375 322.475**

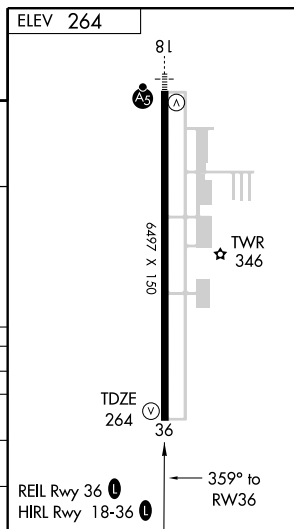
COLUMBUS CLNC DEL  
**126.25**  
(When tower closed)

UNICOM  
122.95

Procedure  
Turn NA DIXVI



CATEGORY	A	B	C	D
LPV DA	518-¾ 254 (300-¾)			
LNAV/ VNAV DA	616-1¼ 352 (400-1¼)			
LNAV MDA	720-1 456 (500-1)		720-1¼ 456 (500-1¼)	720-1½ 456 (500-1½)
CIRCLING	800-1¼ 536 (600-1¼)		800-1½ 536 (600-1½)	820-2 556 (600-2)



LOC I-UUR <b>111.1</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>414</b> <b>425</b>
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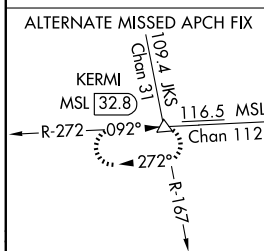
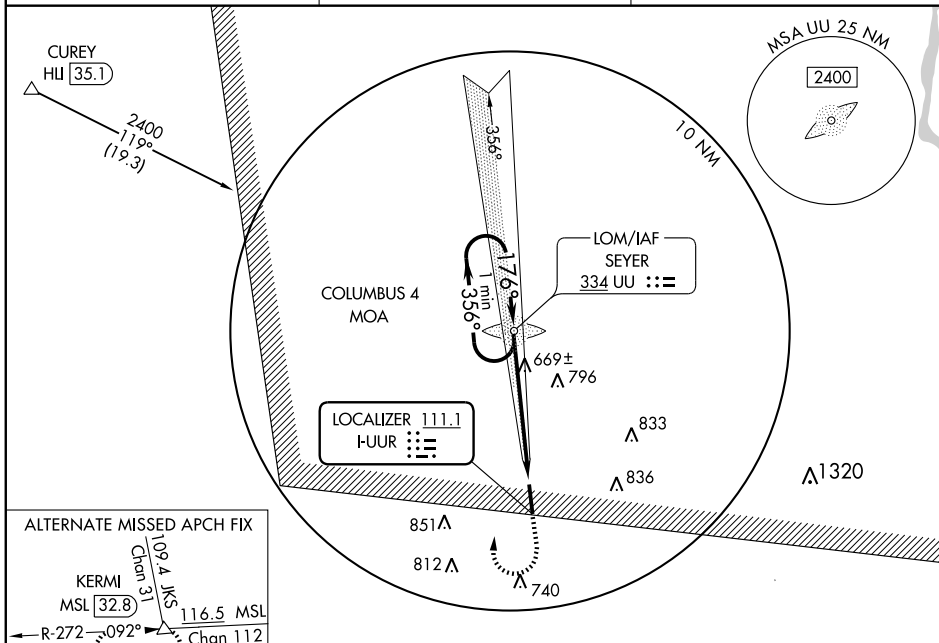
# ILS or LOC RWY 18 CORINTH/ROSCOE TURNER (CRX)

**▼** When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

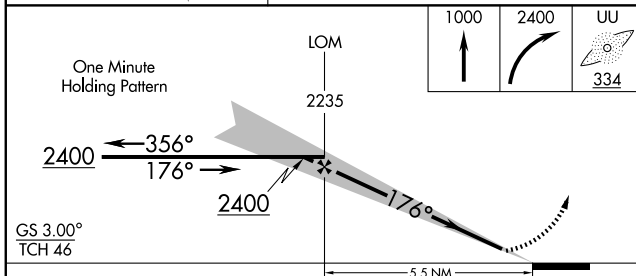
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

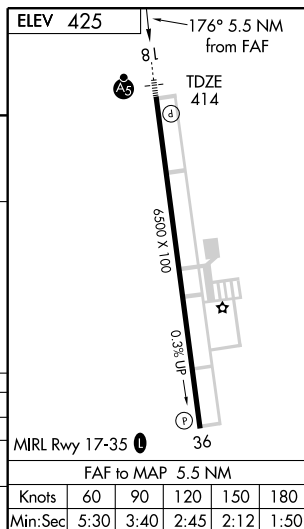
AWOS-3 <b>118.675</b>	MEMPHIS CENTER <b>135.9 273.55</b>	UNICOM <b>122.8 (CTAF)</b>
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## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 18		614-1/2	200 (200-1/2)	
S-LOC 18	920-1/2	506 (500-1/2)	920-1	506 (500-1)
CIRCLING	920-1	495 (500-1)	920-1 1/2	980-2
			495 (500-1 1/2)	555 (600-2)



WAAS Chan <b>72806</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>414</b> <b>425</b>
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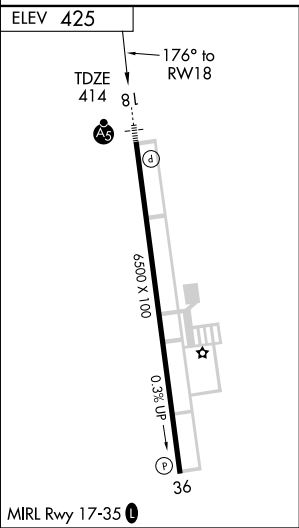
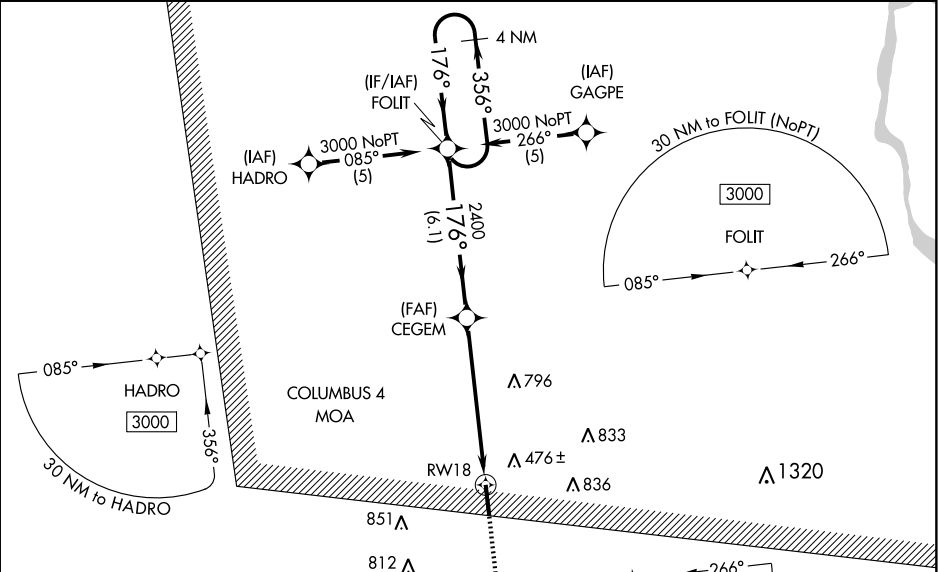
RNAV (GPS) RWY 18  
CORINTH/ROSCOE TURNER (CRX)

**▼** BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.



MISSED APPROACH:  
Climb to 3000 direct  
WEDGO and hold.

AWOS-3 <b>118.675</b>	MEMPHIS CENTER <b>135.9 273.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 425				
TDZE 414				
176° to RW18				
81				
6500 X 100				
0.3% UP				
36				
MIRL Rwy 17-35 0				
4 NM Holding Pattern				
3000				
FOLIT				
356° 176°				
CEGEM				
2400				
6.1 NM 4.4 NM 1.6 NM				
RW18				
*LNAV only				
3000 WEDGO				
*1.6 NM to RW18				
GS 3.00° TCH 46				
CATEGORY	A	B	C	D
LPV DA	614-½ 200 (200-½)			
LNAV/VNAV DA	744-¾ 330 (400-¾)			
LNAV MDA	940-½	526 (600-½)	940-1 526 (600-1)	940-1¼ 526 (600-1¼)
CIRCLING	940-1	515 (600-1)	940-1½ 515 (600-1½)	980-2 555 (600-2)

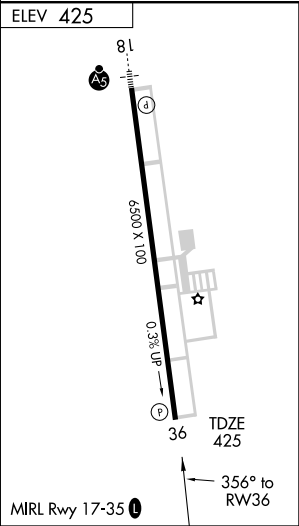
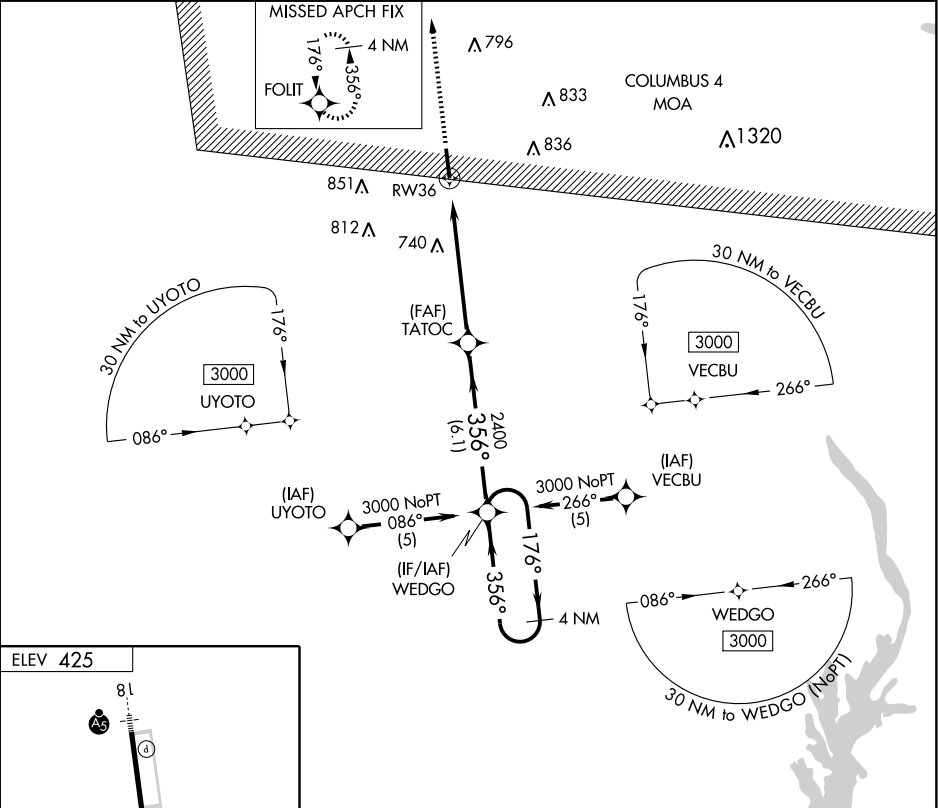
APP CRS	Rwy Idg	6500
356°	TDZE	425
	Apt Elev	425

RNAV (GPS) RWY 36  
CORINTH/ROSCOE TURNER (CRX)

▼ When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

▲ MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

AWOS-3 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) ①
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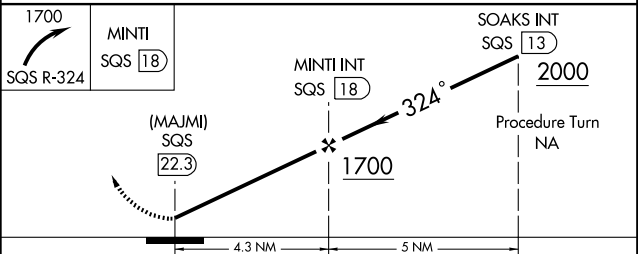
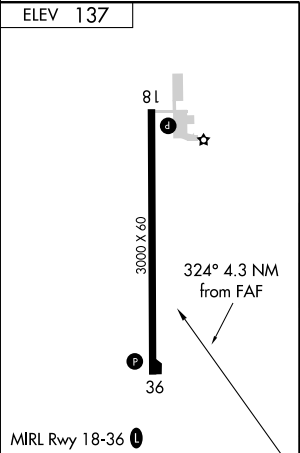
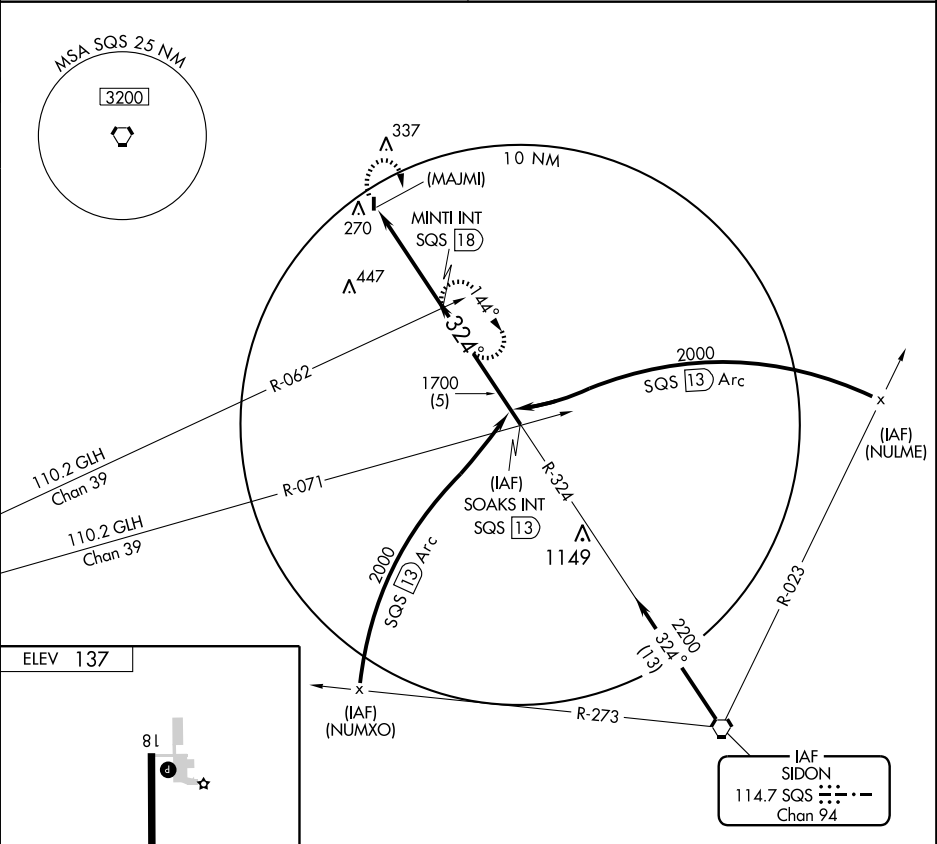


3000 ↑	FOLIT 						
CATEGORY		A		B		C	D
LNAV MDA		1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)		1040-2 615 (700-2)	
CIRCLING		1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)		1040-2 615 (700-2)	

VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev <b>137</b>	<b>N/A</b> <b>N/A</b> <b>137</b>
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VOR or GPS-A  
DREW/ RULEVILLE-DREW (M37)

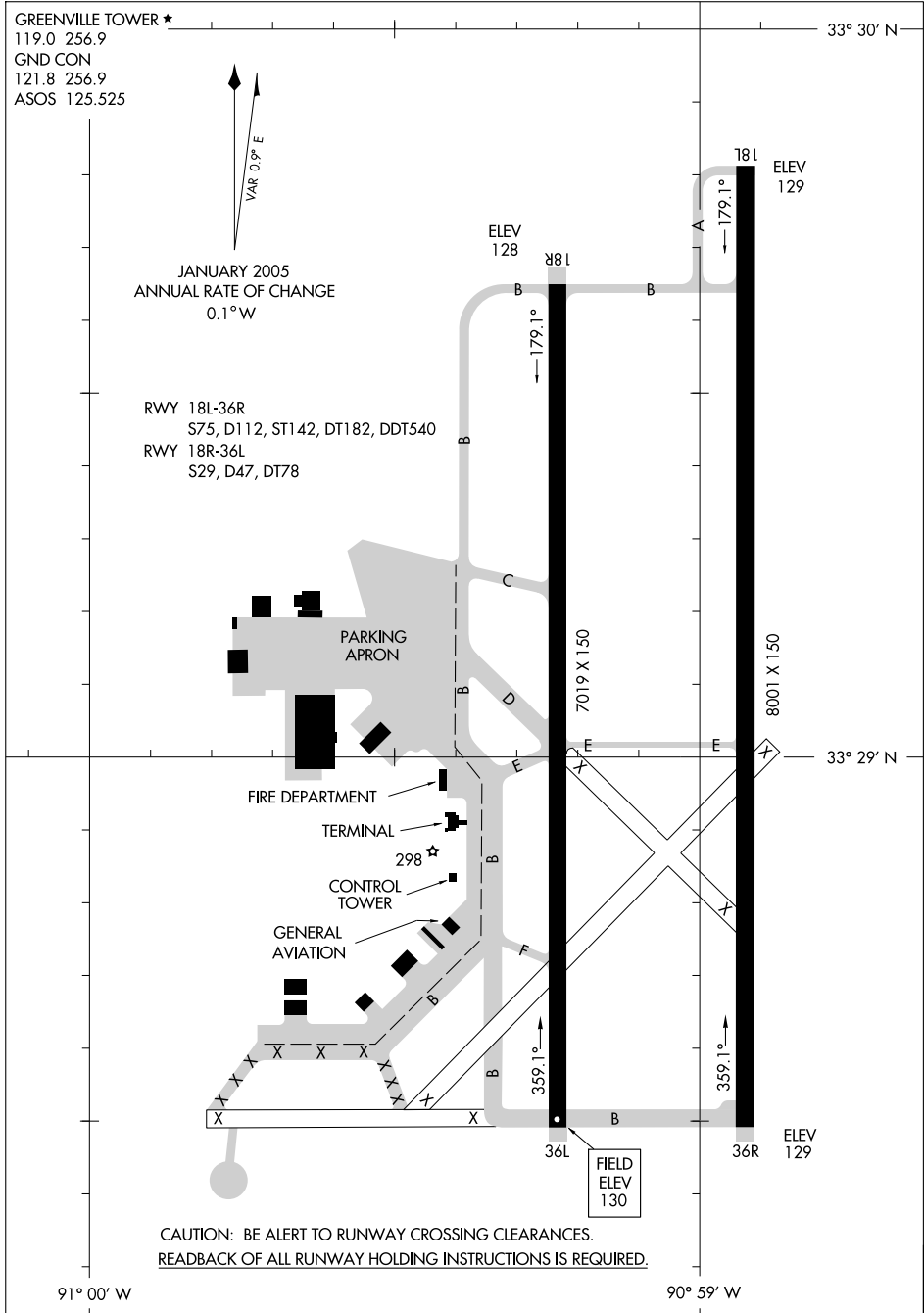
<b>NA</b> Use Greenwood altimeter setting.	MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.
MEMPHIS CENTER <b>135.875 269.35</b>	CTAF <b>122.9</b>



FAF to MAP 4.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	740-1 603 (700-1)	740-1¼ 603 (700-1¼)	740-1¾ 603 (700-1¾)	NA
Min:Sec	4:18	2:52	2:09	1:43	1:26					

# AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)  
GREENVILLE, MISSISSIPPI

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-GLH <b>109.1</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>129</b> <b>131</b>
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## ILS OR LOC RWY 18L

GREENVILLE/MID DELTA RGNL (GLH)

**T** When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.

**A** DME or FM required for LOC Minimums.

Greenwood Altimeter Setting Minimums: Inoperative table does not apply.

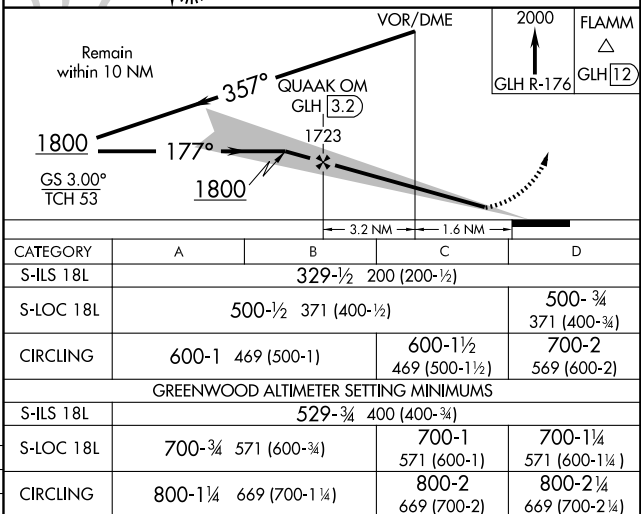
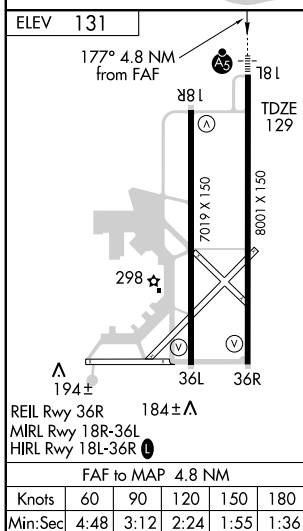
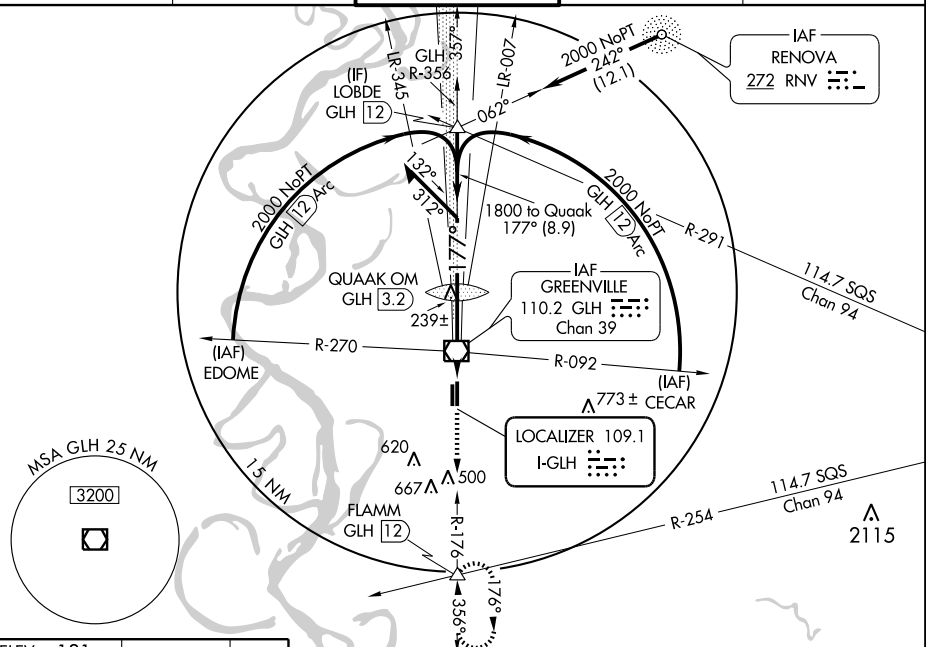
S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR.

MALSR



MISSED APPROACH: Climb to  
via GLH R-176 to FLAMM Int/  
GLH 12 DME and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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WAAS CH <b>97411</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg <b>8001</b> TDZE <b>129</b> Apt Elev <b>131</b>
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# RNAV (GPS) RWY 18L

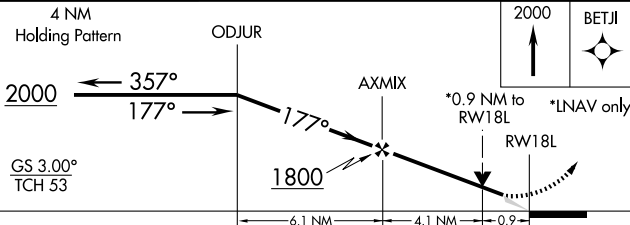
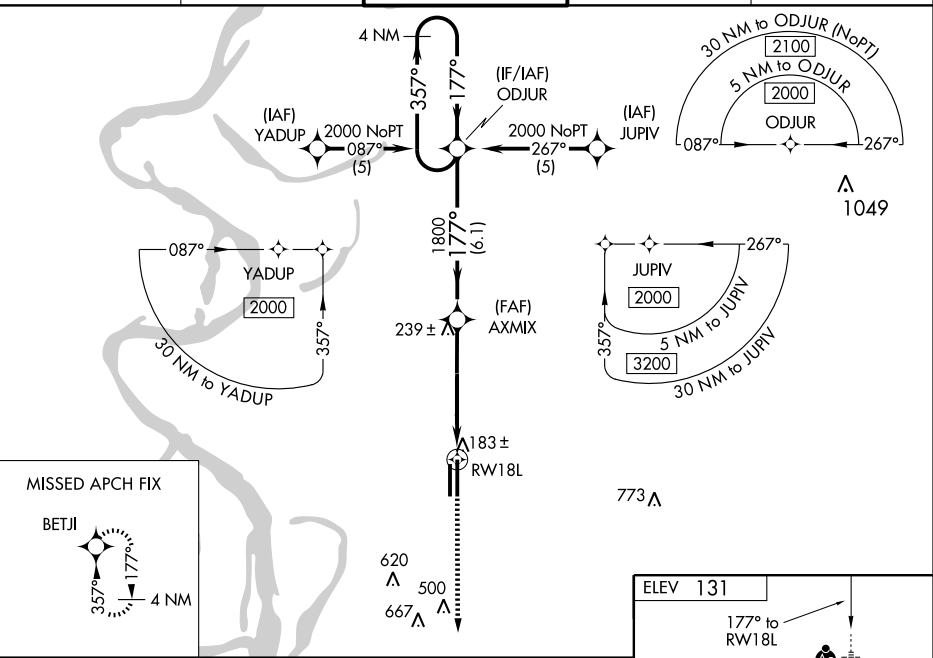
GREENVILLE/MID DELTA RGNL (GLH)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

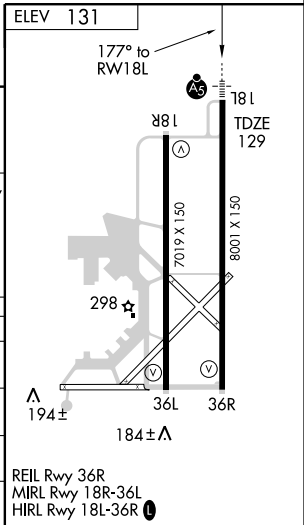
MALSR  
A5

**MISSED APPROACH:**  
Climb to 2000 direct  
BETJ and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	329-½ 200 (200-½)			
RNAV/ VNAV DA	439-½ 310 (400-½)			439-¾ 310 (400-¾)
RNAV MDA	460-½ 331 (400-½)			460-1 331 (400-1)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



WAAS CH <b>70411</b> <b>W18B</b>	APP CRS <b>177°</b>	Rwy Idg <b>7019</b> TDZE <b>128</b> Apt Elev <b>131</b>
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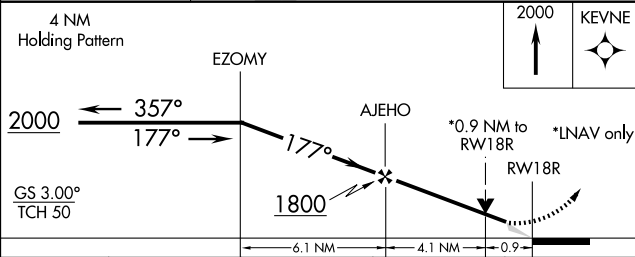
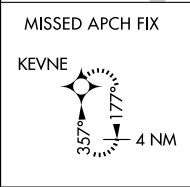
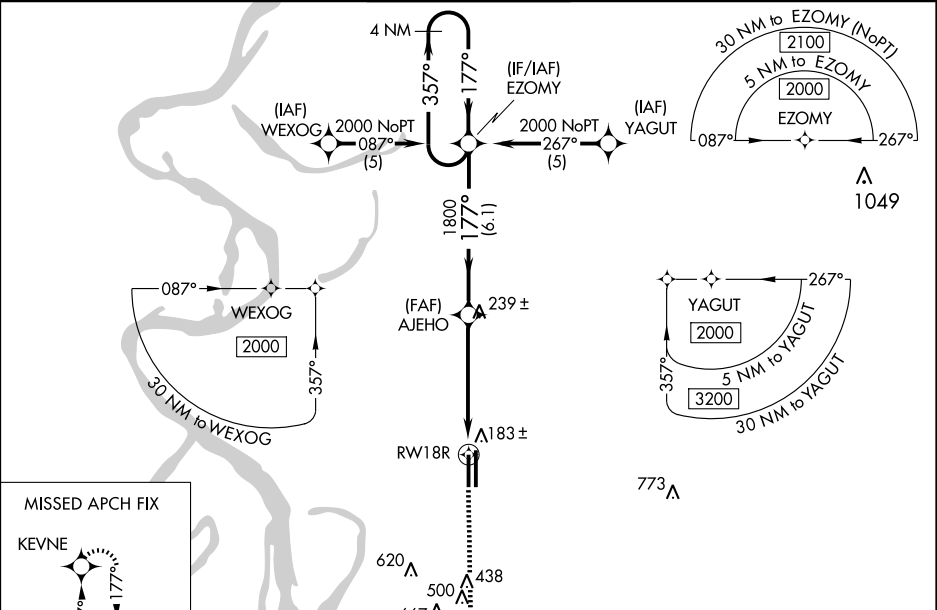
# RNAV (GPS) RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

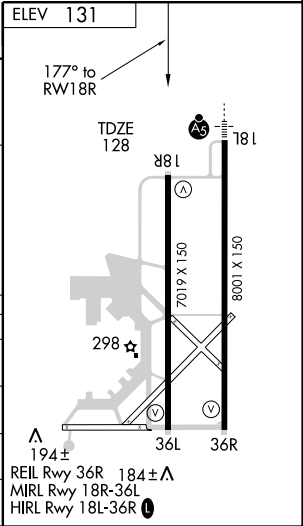
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct KEVNE and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER* <b>119.0 (CTAF) 0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	378-1 250 (300-1)			
LNAV/VNAV DA	446-1 318 (400-1)			
LNAV MDA	480-1 352 (400-1)		480-1¼ 352 (400-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



WAAS CH <b>77611</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg <b>7019</b> TDZE <b>130</b> Apt Elev <b>131</b>
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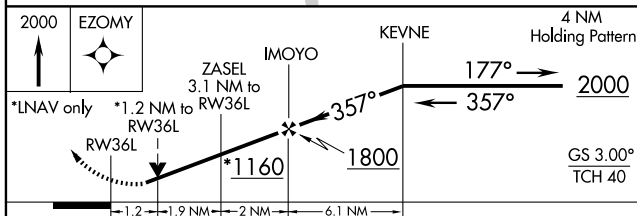
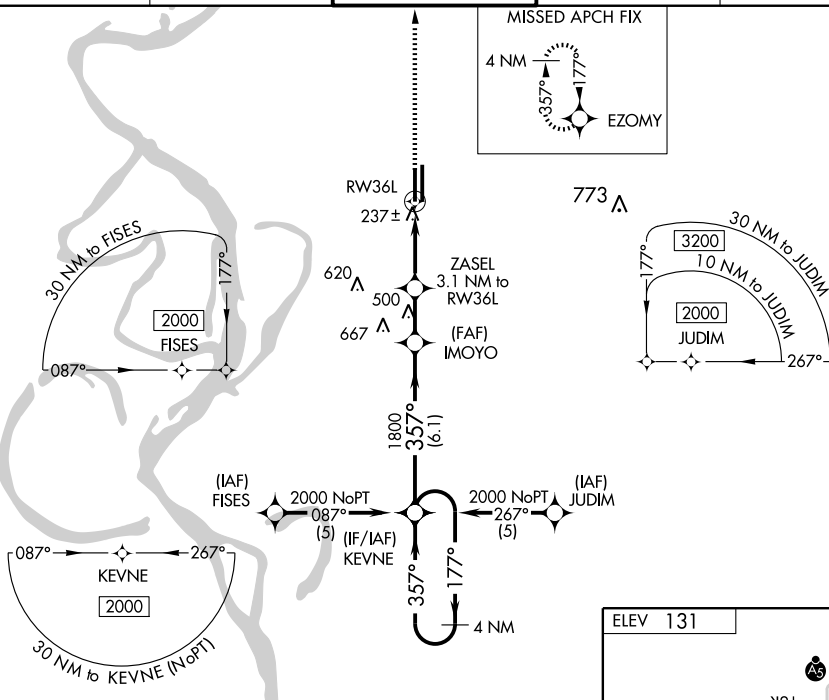
## RNAV (GPS) RWY 36L

GREENVILLE/MID DELTA RGNL (GLH)

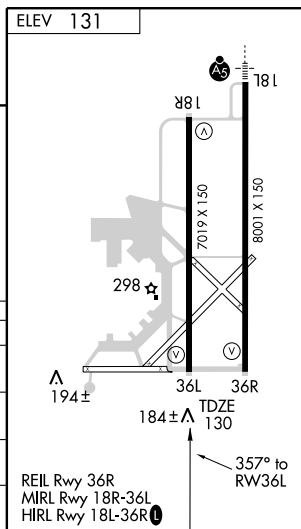
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
EZOMY and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



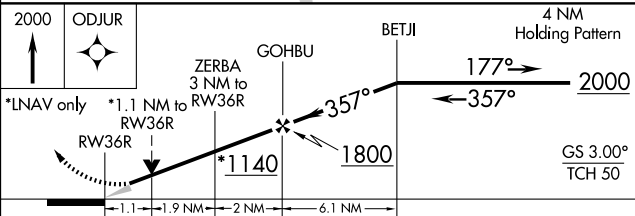
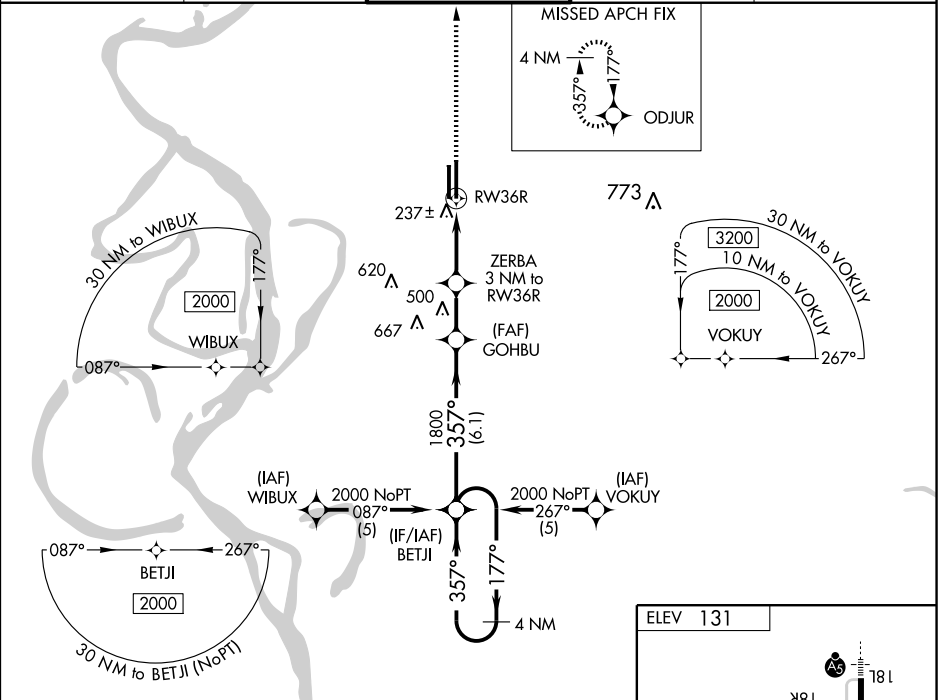
WAAS CH <b>81911</b> <b>W36B</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>129</b> <b>131</b>
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RNAV (GPS) RWY 36R  
GREENVILLE/MID DELTA RGNL (GLH)

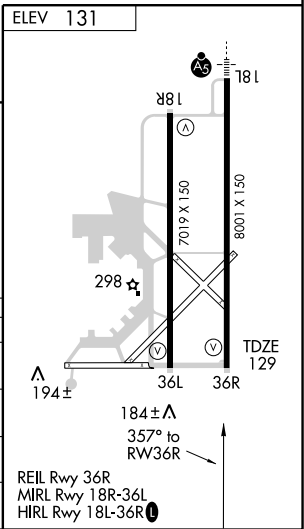
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
ODJUR and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER ★ <b>119.0 (CTAF) 0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	379-1	250 (300-1)		
LNAV/VNAV DA	512-1¼	383 (400-1¼)		
LNAV MDA	540-1 411 (500-1)	540-1¼ 411 (500-1¼)		
CIRCLING	600-1 469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)	



VOR/DME GLH <b>110.2</b> Chan <b>39</b>	APP CRS <b>175°</b>	Rwy Idg <b>8001</b> TDZE <b>129</b> Apt Elev <b>131</b>
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VOR/DME RWY 18L  
GREENVILLE/MID DELTA RGNL (GLH)

**T** If local altimeter setting not received, use Greenwood  
**A** altimeter setting and increase all MDAs 120 feet.

MALSR

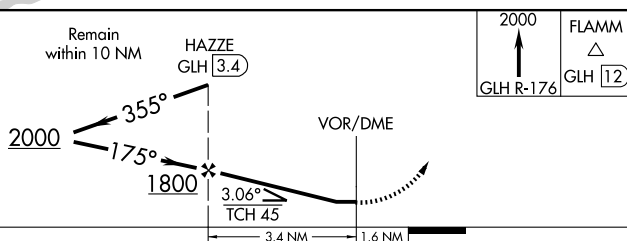
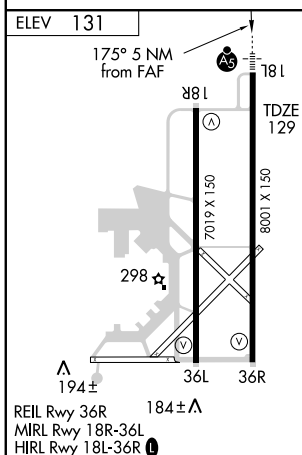
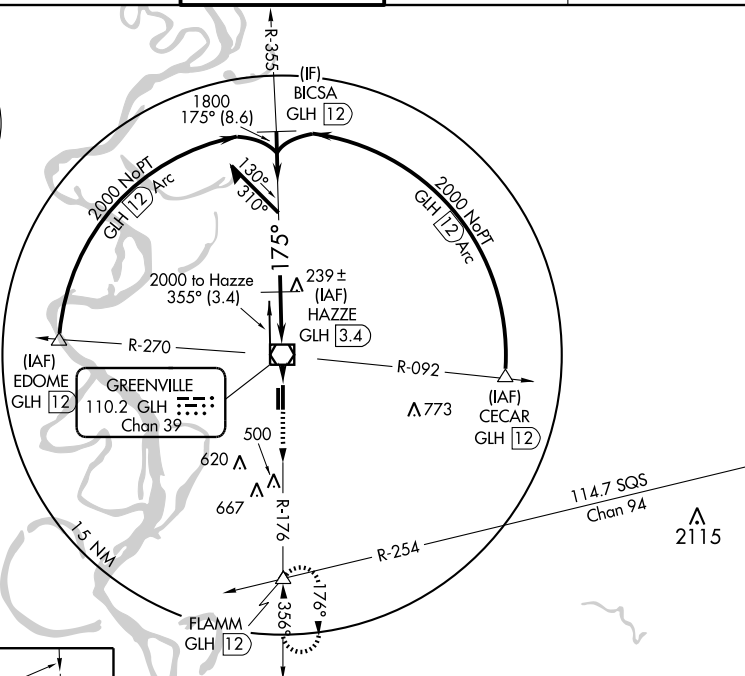
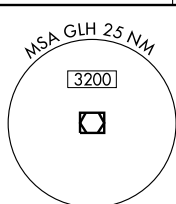
**MISSED APPROACH:** Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

ASOS  
125.525

MEMPHIS CENTER  
135,875 269,35

GREENVILLE TOWER ★  
119.0 (CTAF) **L** 256.9

GND CON  
**121.8 256.9**

UNICOM  
122.95

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18L	500-1½ 371 (400-1½)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

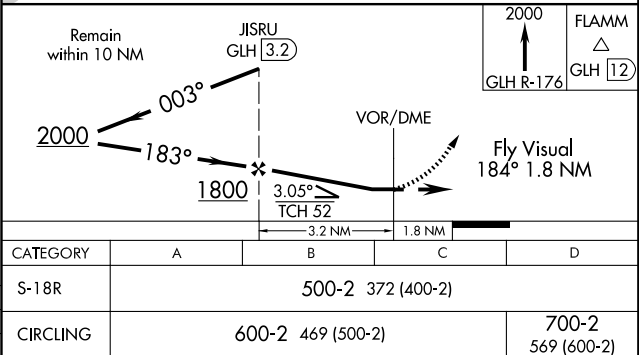
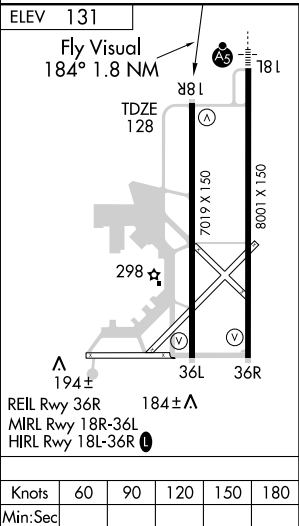
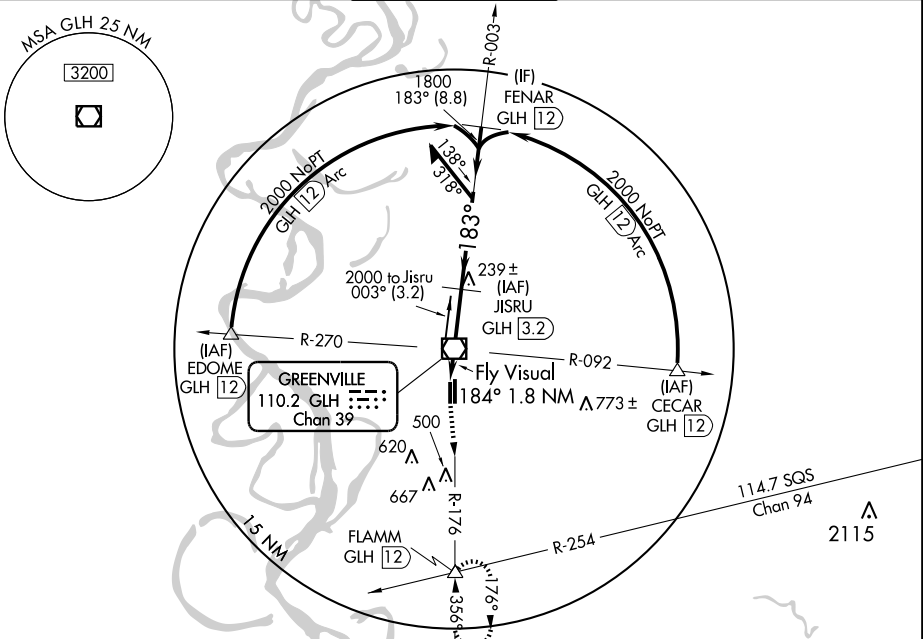
VOR/DME GLH	APP CRS	Rwy Idg
110.2	183°	7019
Chan 39		TDZE 128
		Apt Elev 131

VOR/DME RWY 18R  
GREENVILLE/MID DELTA RGNL (GLH)

⚠ If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.


ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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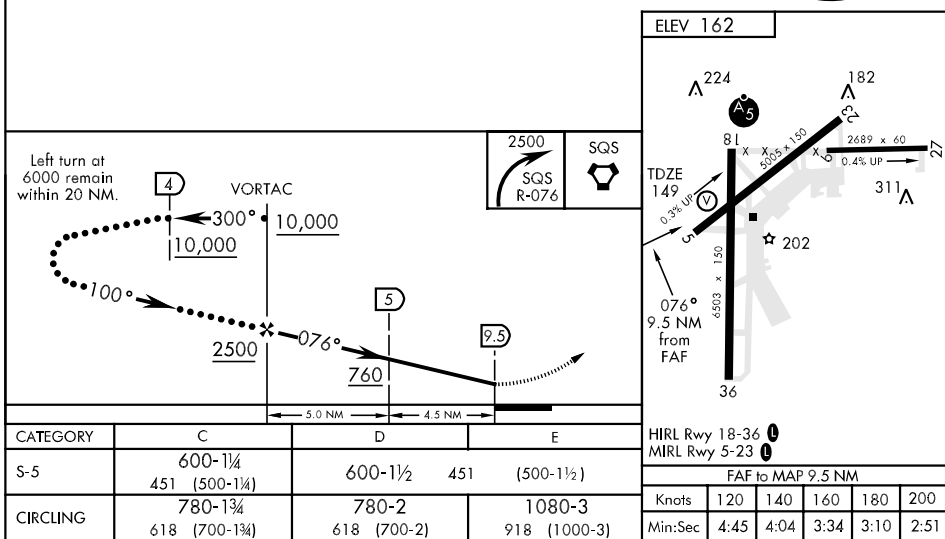
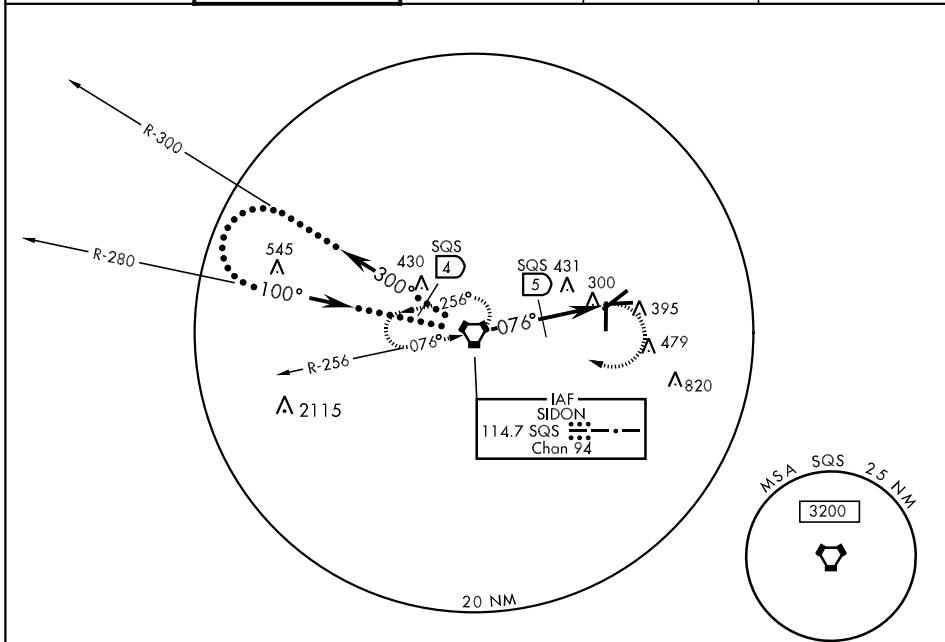
VORTAC SQS 114.7 Chan 94	APCH CRS 076°	Rwy Idg TDZE Arpt Elev	5005 149 162
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JAL-181 [USAF]

GREENWOOD-LEFLORE (GWO)

		MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.		
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MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	GREENWOOD RADIO 122.55	CLNC DEL 125.55
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# ILS or LOC RWY 18

GREENWOOD-LEFLORE (GWO)

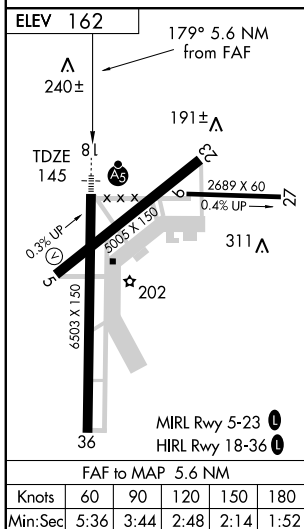
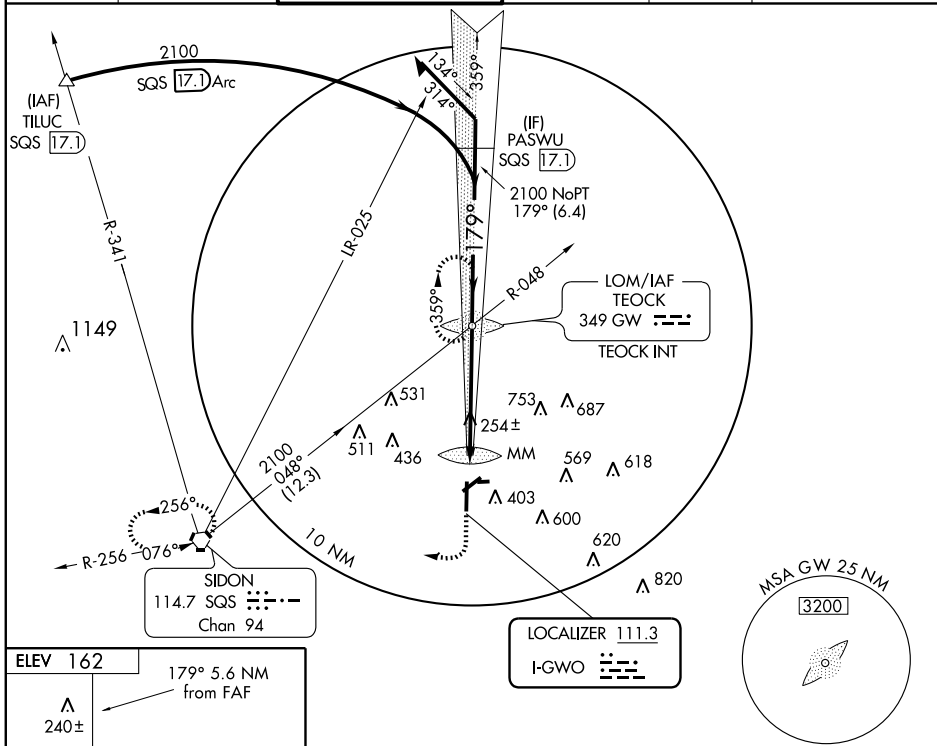
LOC I-GWO	APP CRS	Rwy Idg	<b>6503</b>
<b>111.3</b>	<b>179°</b>	TDZE	<b>145</b>
		Apt Elev	<b>162</b>

**▼** For inoperative MALSR, increase S-LOC 18  
**▲** Cats A, B, C visibility to 1 mile.



**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER★ <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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1000	2500	SQS 114.7	TEOCK LOM/INT	Remain within 10 NM
CATEGORY	A	B	C	D
S-ILS 18	345-1/2 200 (200-1/2)			
S-LOC 18	520-3/4 375 (400-3/4)			
CIRCLING	760-1 598 (600-1) 780-1 3/4 618 (700-1 3/4) 780-2 618 (700-2)			

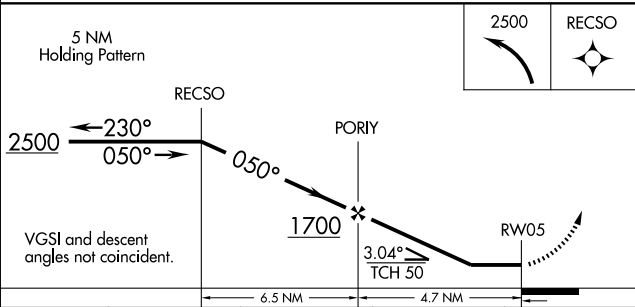
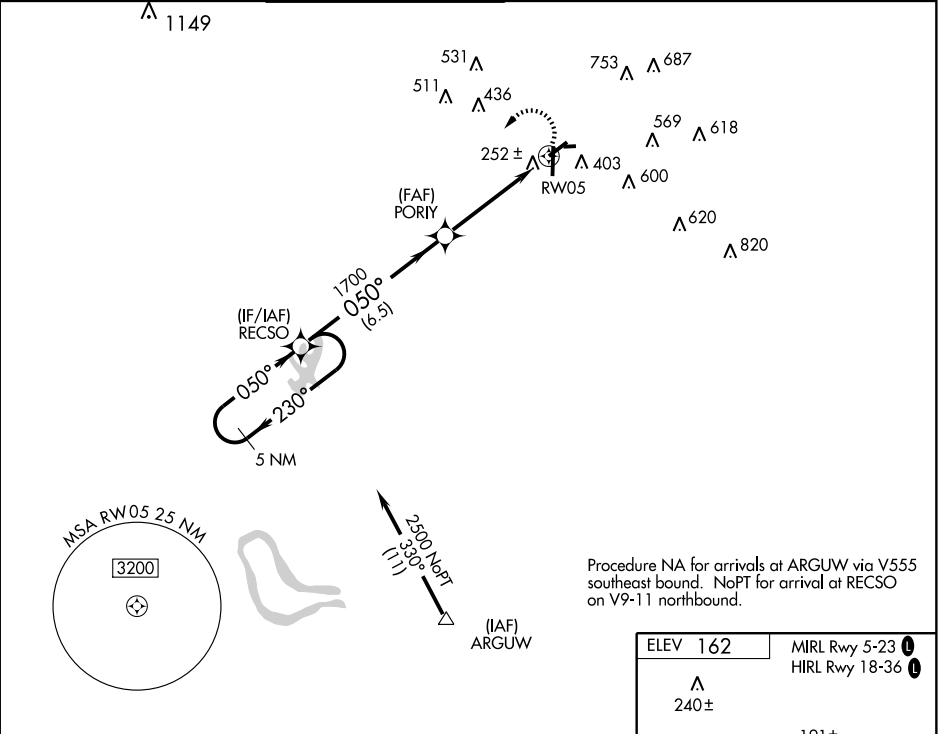


APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>149</b> <b>162</b>
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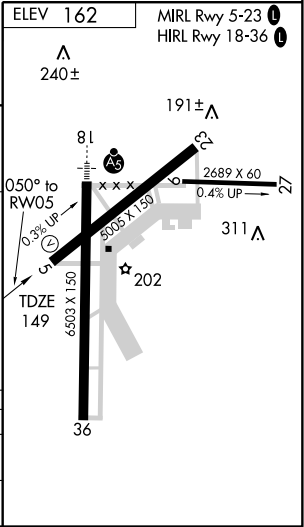
RNAV (GPS) RWY 5  
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.	MISSED APPROACH: Left turn to 2500 direct RECSO and hold.
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ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER ★ <b>118.35</b> (CTAF) <b>0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
RNAV MDA	580-1 431 (500-1)		580-1 ¼ 431 (500-1 ¼)	580-1 ½ 431 (500-1 ½)
CIRCLING	760-1 598 (600-1)		780-1 ¾ 618 (700-1 ¾)	780-2 618 (700-2)



RNAV (GPS) RWY 18  
GREENWOOD-LEFLORE (GWO)

WAAS CH <b>50199</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6503</b> <b>145</b> <b>162</b>
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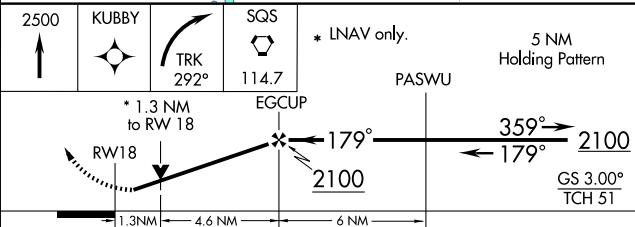
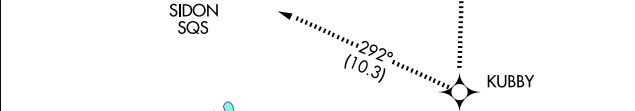
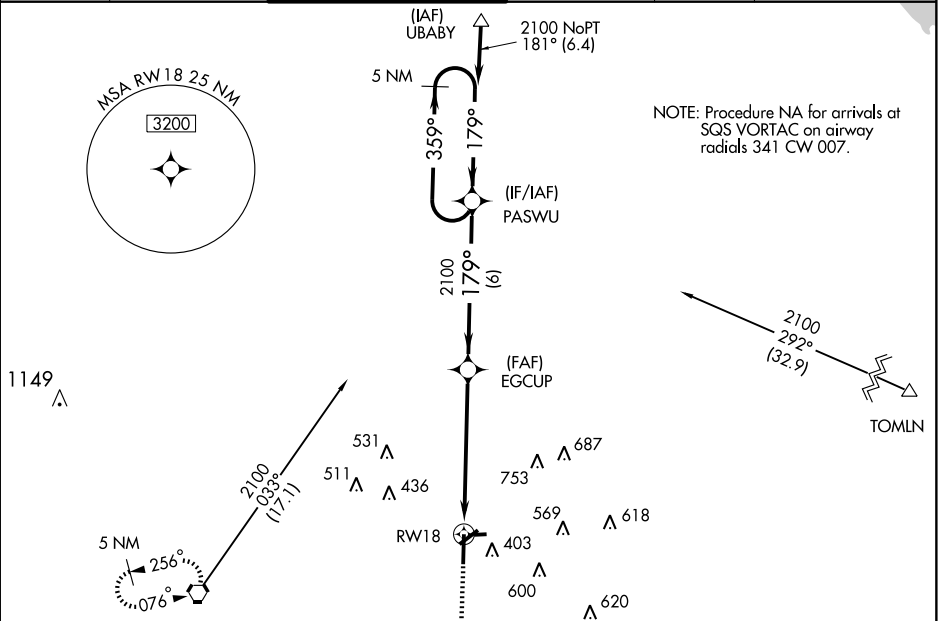
**▽** DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

MALSR

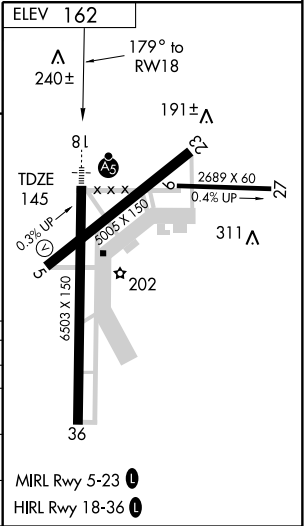


**MISSED APPROACH:** Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER ★ <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		450-¾	305 (300-¾)	
LNAV/VNAV DA		515-¾	370 (400-¾)	
LNAV MDA		600-¾	455 (500-¾)	600-1 455 (500-1)
CIRCLING	760-1¼ 598 (600-1¼)	780-1¼ 618 (700-1¼)	780-2 618 (700-2)	

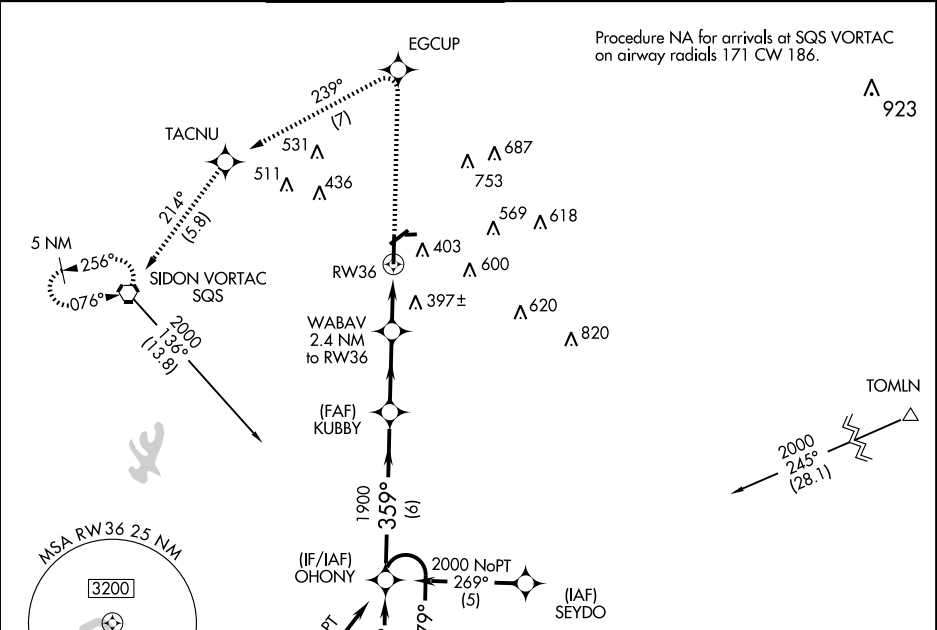


APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6503</b> <b>145</b> <b>162</b>
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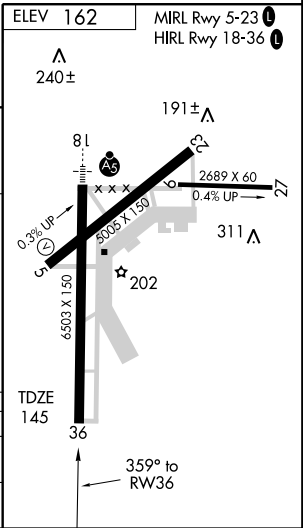
RNAV (GPS) RWY 36  
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.
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ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER ★ <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern				
CATEGORY	A		B	
LNNAV MDA	660-1 518 (600-1)		660-1½ 518 (600-1½)	
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	



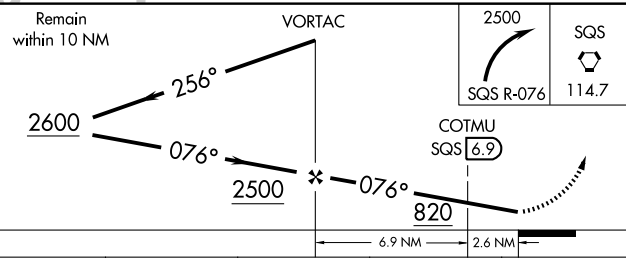
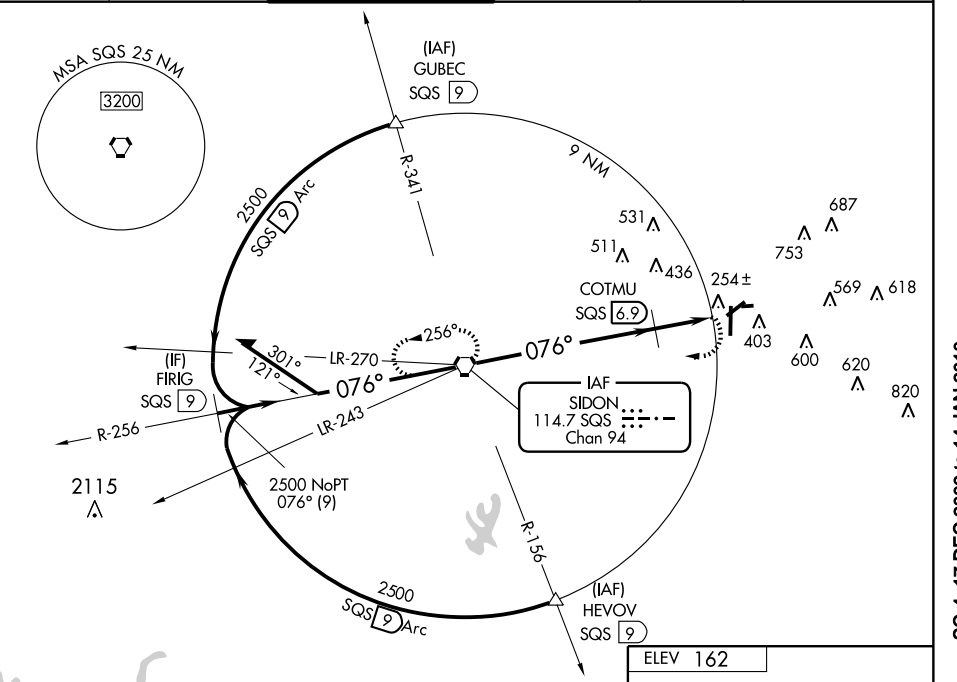
VORTAC SQS	APP CRS	Rwy Idg	5005
114.7	076°	TDZE	149
Chan 94		Apt Elev	162

▼

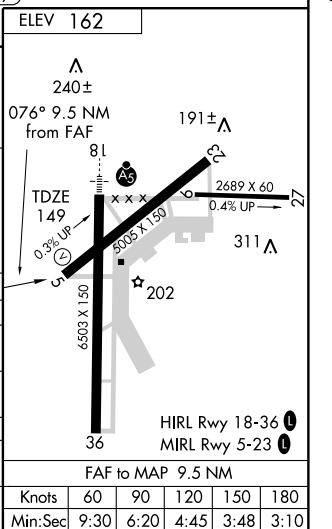
▲

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER*	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) 367.6	125.55 373.4	125.55	122.95



CATEGORY	A	B	C	D
S-5	820-1	671 (700-1)	820-2 671 (700-2)	820-2 ¼ 671 (700-2 ¼)
CIRCLING	820-1	658 (700-1)	820-2 658 (700-2)	820-2 ¼ 658 (700-2 ¼)
COTMU FIX MINIMUMS				
S-5	600-1	451 (500-1)	600-1 ¼ 451 (500-1 ¼)	600-1 ½ 451 (500-1 ½)
CIRCLING	760-1	598 (600-1)	780-1 ¾ 618 (700-1 ¾)	780-2 618 (700-2)



SC-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GNF  
**110.9**  
Chgn **46**

APP CRS  
131°

Rwy Idg	<b>7000</b>
TDZE	<b>208</b>
Apt Elev	<b>208</b>

# ILS or LOC RWY 13

**T** If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA

**A** NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

MALSR



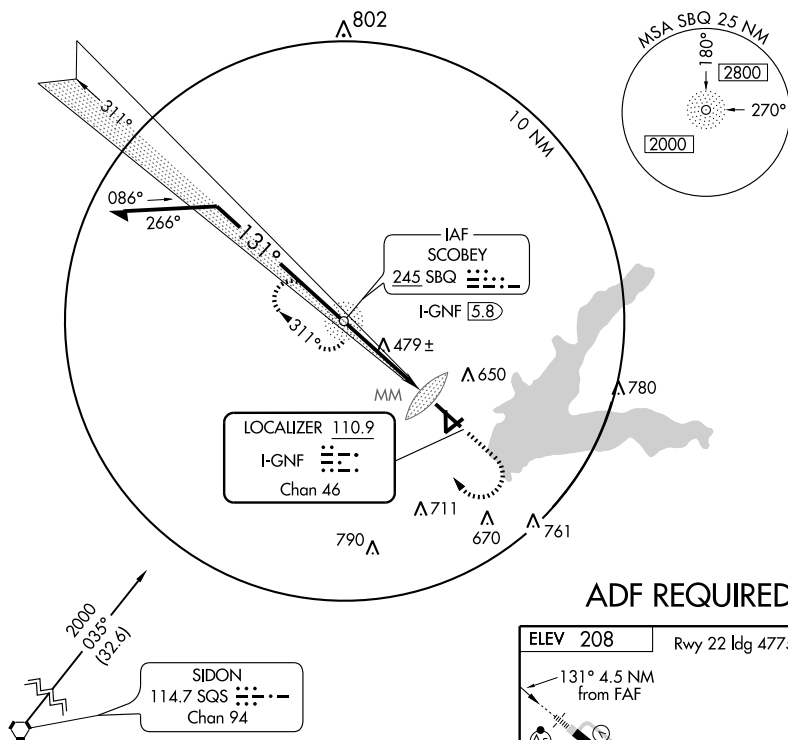
**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3  
118.025

MEMPHIS CENTER  
128.5 381.4

GCO  
121.72

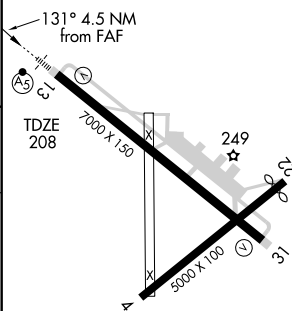
UNICOM  
122.8 (CTAF)



## ADF REQUIRED

ELEV 208	Rwy 22 ldg 4775'
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Rwy 22 ldg 4775'



MIRL Rwy 13-31

FAF to MAP 4.5 NM

CATEGORY	A	B	C	D
S-ILS-13		408-1/2 200	(200-1/2)	
S-LOC-13	740- 1/2	532 (600- 1/2)	740-1 532 (600-1)	740-1 1/4 532 (600-1 1/4)
CIRCLING	1000-1 792 (800-1)	1000-1 1/4 792 (800-1 1/4)	1000-2 1/4 792 (800-2 1/4)	1000-2 1/2 792 (800-2 1/2)

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NDB RWY 13  
GRENADA MUNI (GNF)

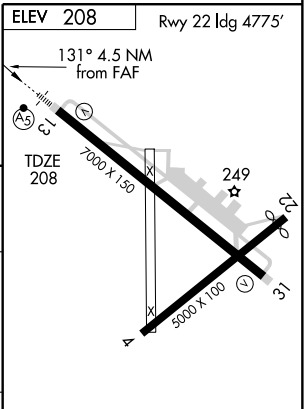
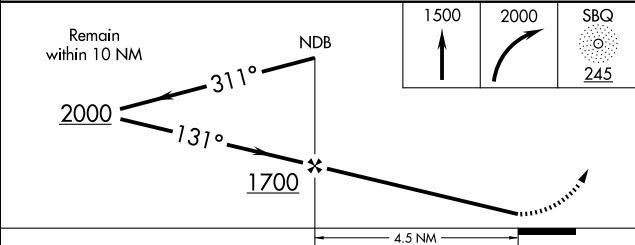
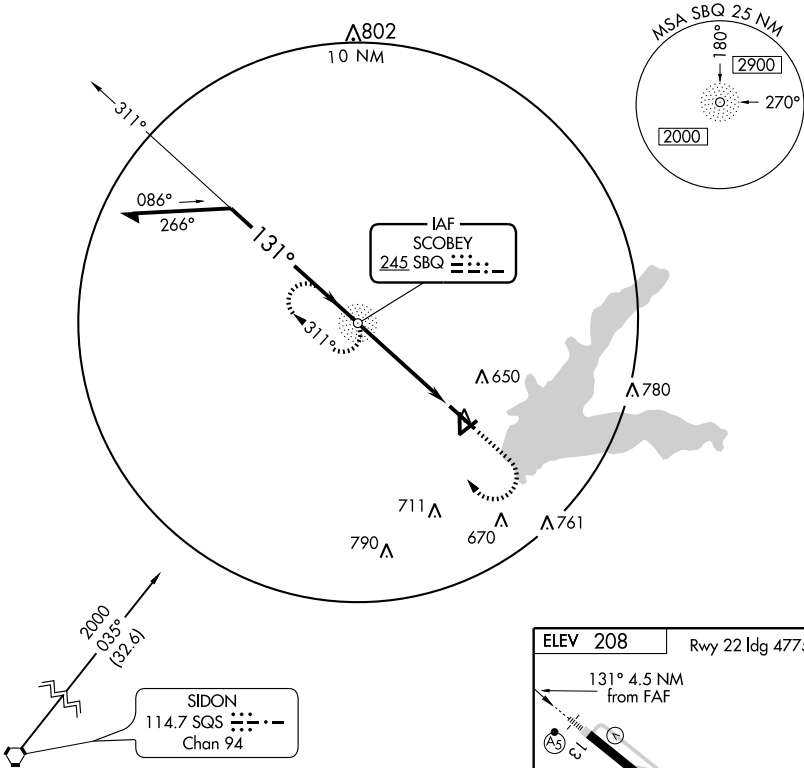
NDB SBQ	APP CRS	Rwy Idg	2000
245	131°	TDZE	208
		Apt Elev	208

When local altimeter setting not received, use Greenwood altimeter setting.



MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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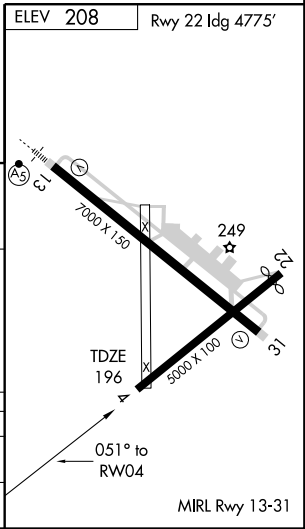
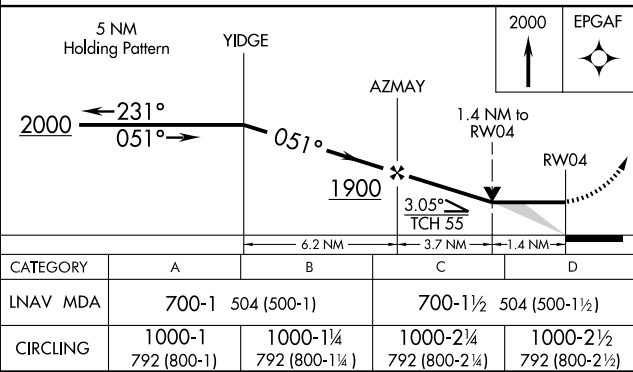
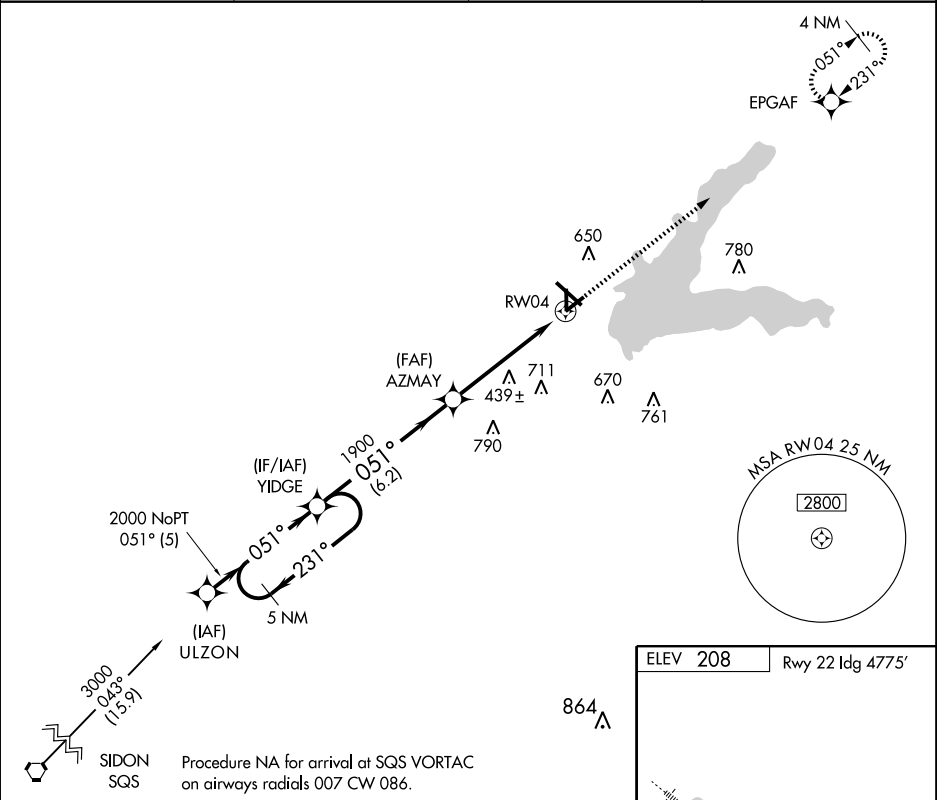
CATEGORY	A	B	C	D
S-13	1020-1 812 (900-1)	1020-1¼ 812 (900-1¼)	1020-2½ 812 (900-2½)	NA
CIRCLING	1080-1 872 (900-1)	1080-1¼ 872 (900-1¼)	1080-2½ 872 (900-2½)	NA

MIRL Rwy 13-31					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

RNAV (GPS) RWY 4  
GRENADA MUNI (GNF)

APP CRS 051°	Rwy Idg TDZE Apt Elev	5000 196 208
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DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.		MISSED APPROACH: Climb to 2000 direct EPGAF and hold.	
AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)



RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

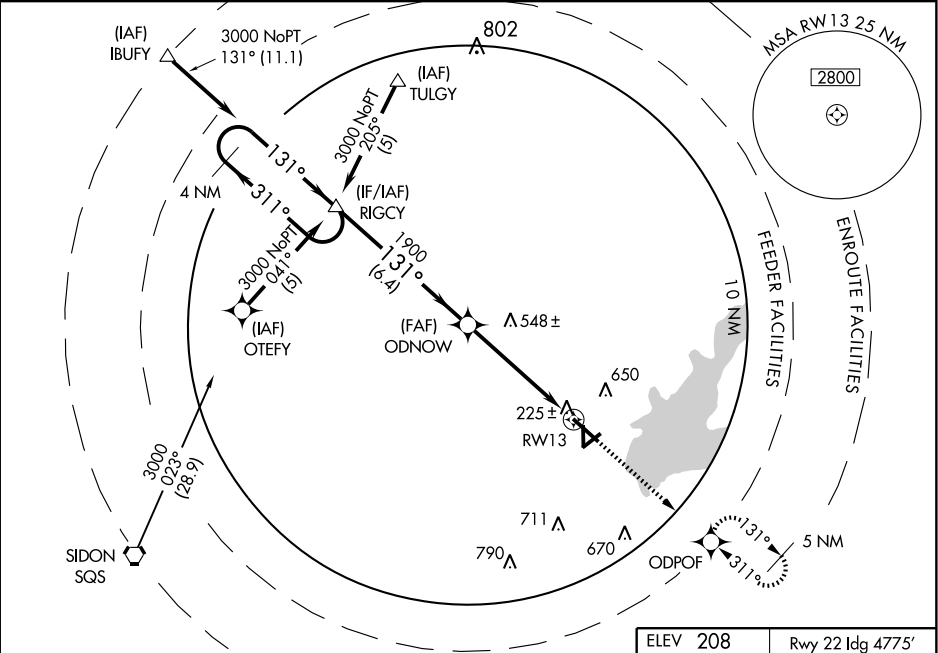
WAAS CH <b>97328</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>208</b> <b>208</b>
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**NA** DME/DME RNP-0.3 NA. For inoperative MALSRS increase LPV visibility to 3/4 all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

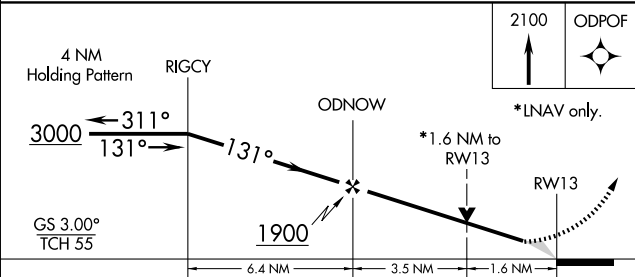
**MALSRS**

**MISSED APPROACH:**  
Climb to 2100 direct  
ODPOF and hold.

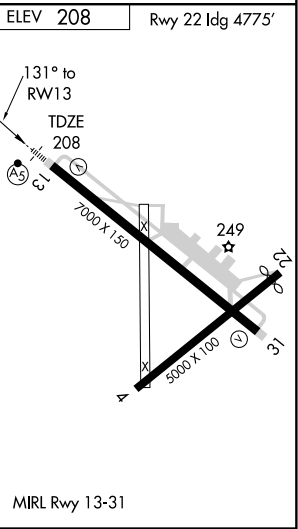
AWOS-3 <b>118.025</b>	MEMPHIS CENTER <b>128.5 381.4</b>	GCO <b>121.72</b>	UNICOM <b>122.8</b> (CTAF)
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Procedure NA for arrivals at SQS VORTAC via V9 southbound.



CATEGORY	A	B	C	D
LPV DA	458-1/2 250 (300-1/2)			
RNAV/VNAV	769-1 1/2 561 (600-1 1/2)			
RNAV MDA	780-1/2 572 (600-1/2)	780-1 572 (600-1)	780-1 1/4 572 (600-1 1/4)	
CIRCLING	1000-2 792 (800-2)	1000-2 1/4 792 (800-2 1/4)	1000-2 1/2 792 (800-2 1/2)	



MIRL Rwy 13-31



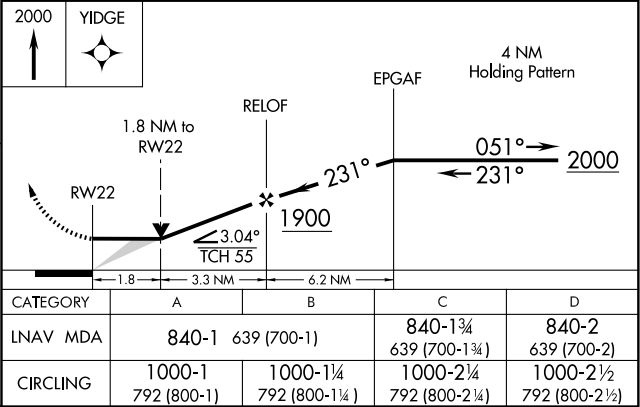
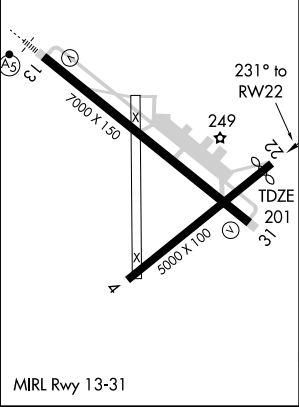
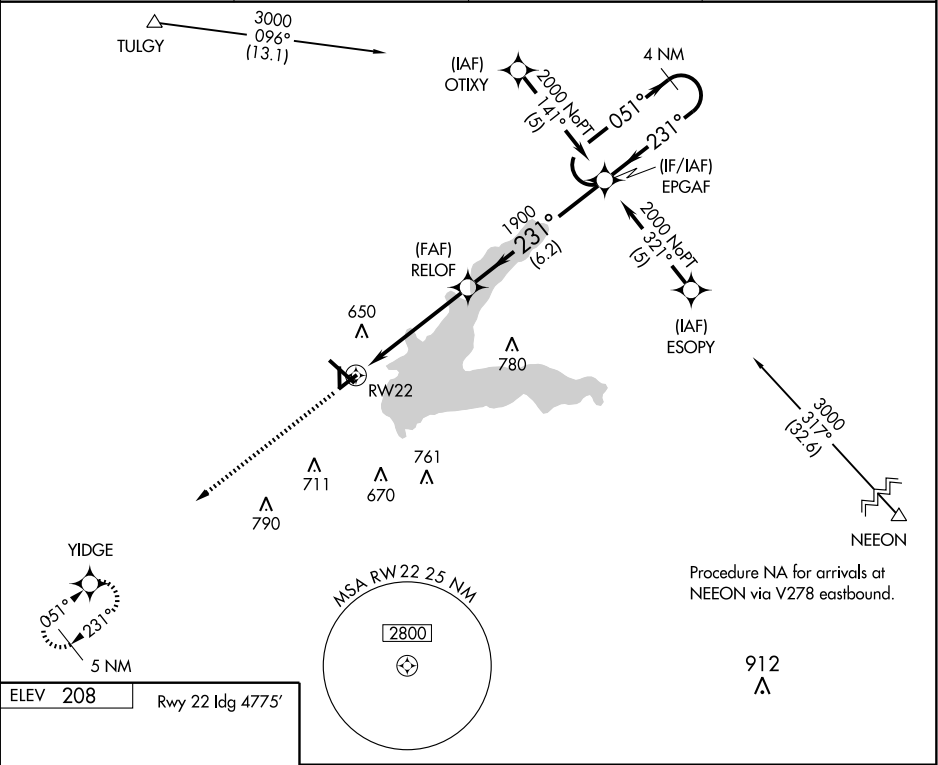
▼

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

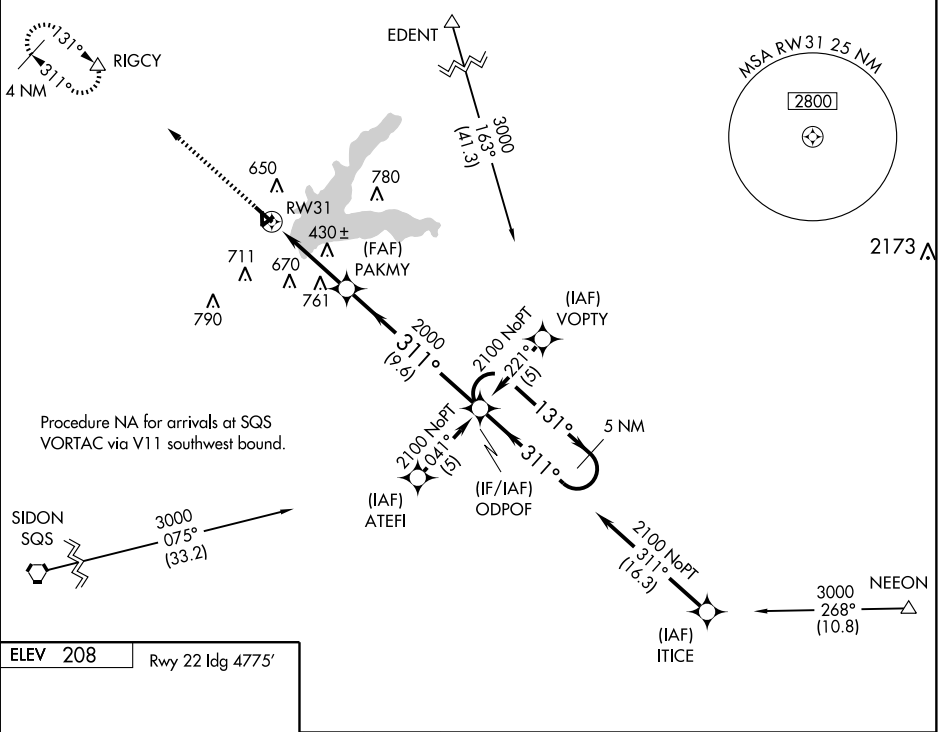
WAAS CH <b>40029</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>202</b> <b>208</b>
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DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

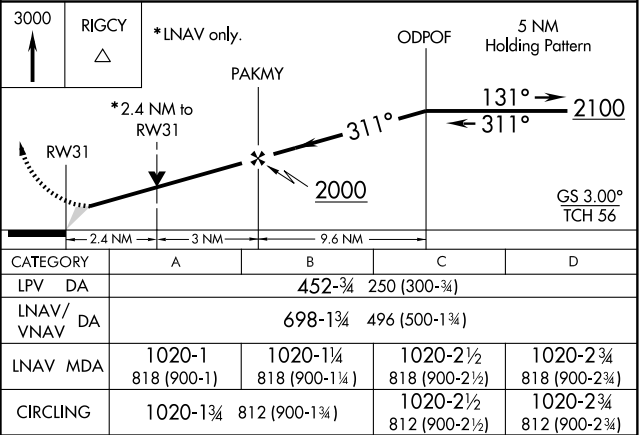
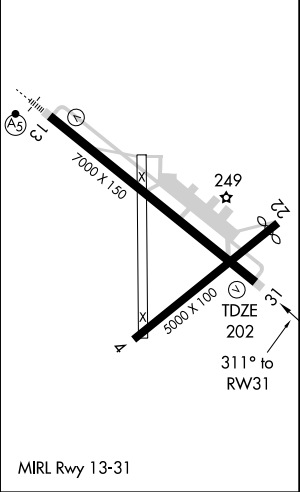
NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

AWOS-3 <b>118.025</b>	MEMPHIS CENTER <b>128.5 381.4</b>	GCO <b>121.72</b>	UNICOM <b>122.8</b> (CTAF)
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ELEV 208	Rwy 22 Idg 4775'
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# AIRPORT DIAGRAM

AL-576 (FAA)

 GULFPORT-BILOXI INTL (GPT)  
 GULFPORT, MISSISSIPPI

ATIS

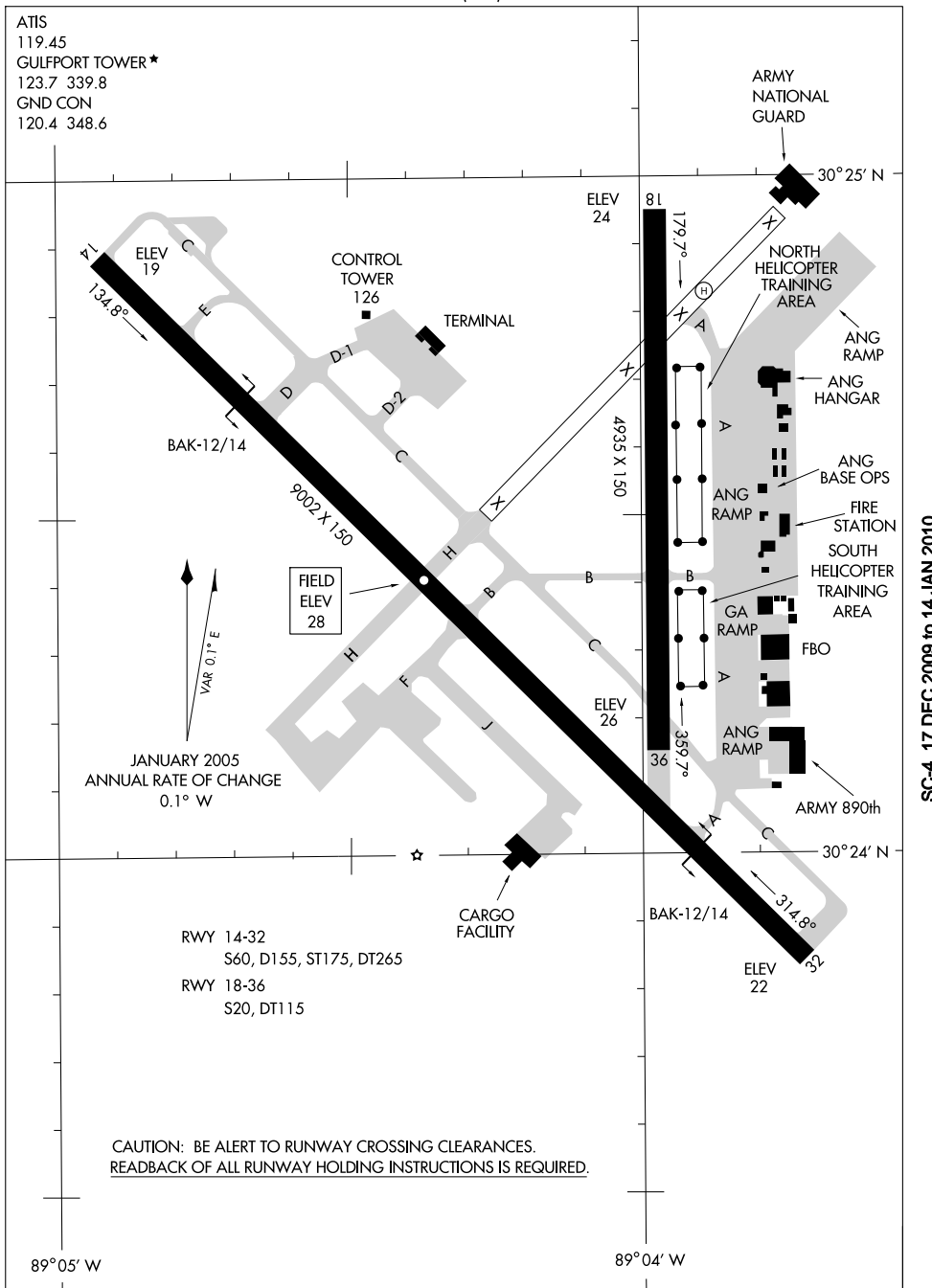
119.45

GULFPORT TOWER ★

123.7 339.8

GND CON

120.4 348.6



SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-GPT <b>110.9</b>	APCH CRS <b>133°</b>	Rwy Idg TDZE Arpt Elev <b>9002</b> <b>27</b> <b>28</b>
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JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

- ▼ \* When ALS inop, increase CAT CDE vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C vis to 1 mile,  
 CAT DE vis to  $1\frac{1}{4}$  miles.

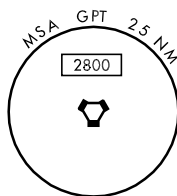
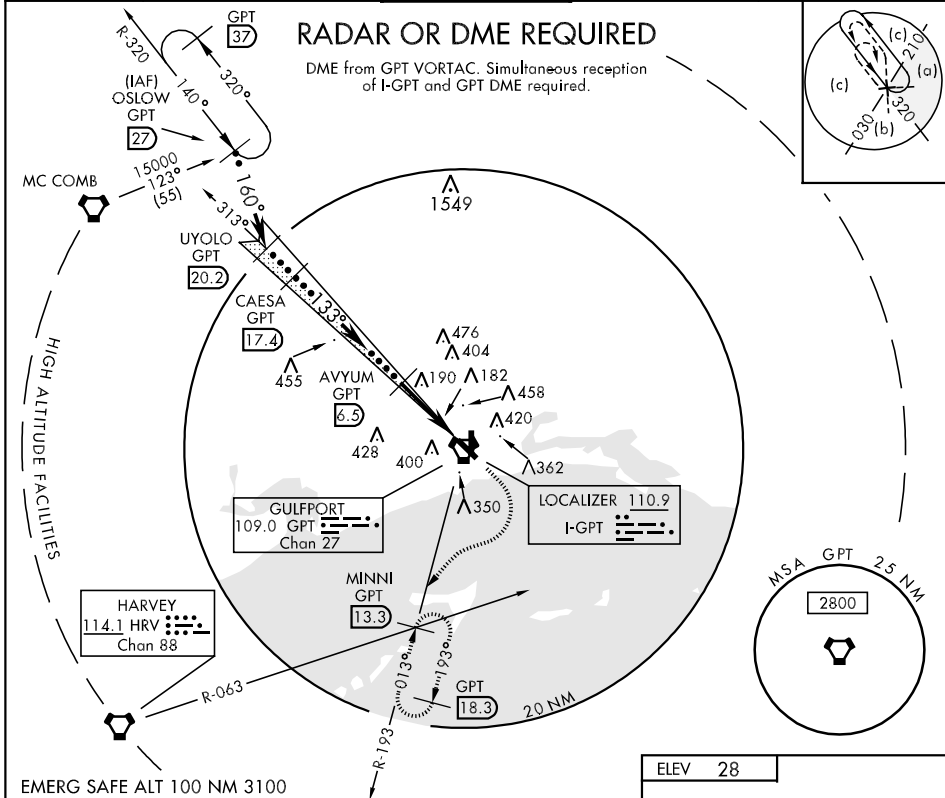
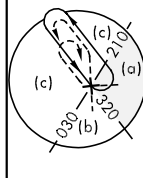


MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

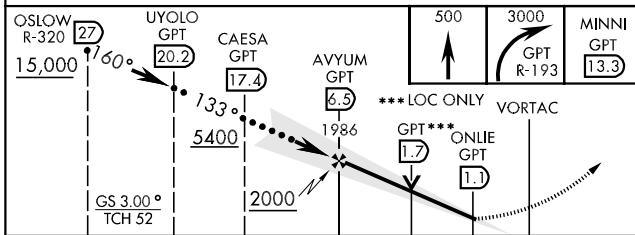
ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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## RADAR OR DME REQUIRED

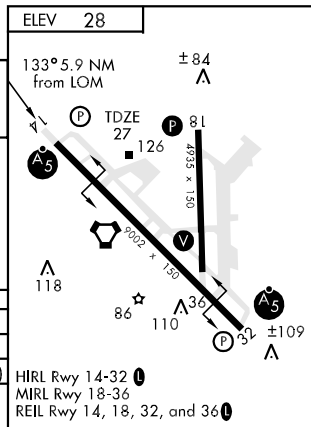
DME from GPT VORTAC. Simultaneous reception of I-GPT and GPT DME required.



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200- $\frac{1}{2}$ )
S-LOC 14 **	440/40 413	(500- $\frac{3}{4}$ )	440/50 413 (500-1)
CIRCLING	660-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$ )	660-2 632 (700-2)	820-2 $\frac{3}{4}$ 792 (800-2 $\frac{3}{4}$ )



HIRL Rwy 14-32  
 MIRL Rwy 18-36  
 REIL Rwy 14, 18, 32, and 36

LOC I-UXI <b>108.3</b>	APCH CRS <b>313°</b>	Rwy Idg 28	9002
		TDZE Arpt Elev	28

JAL-576 [USAF]

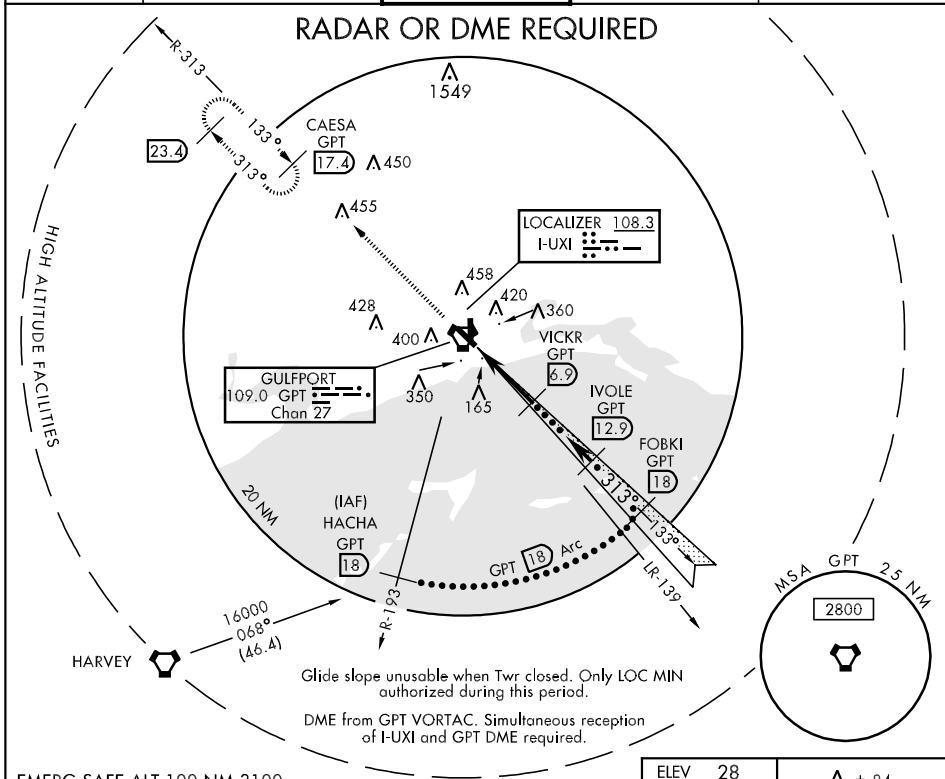
GULFPORT-BILOXI INTL (KGPT)

▼ \* When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

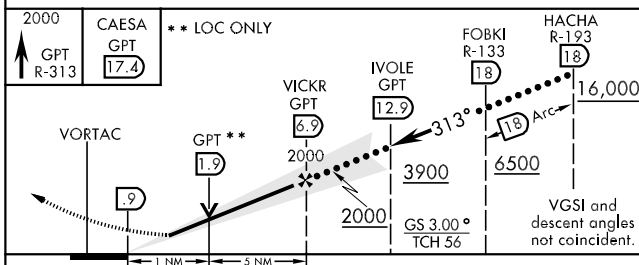


MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

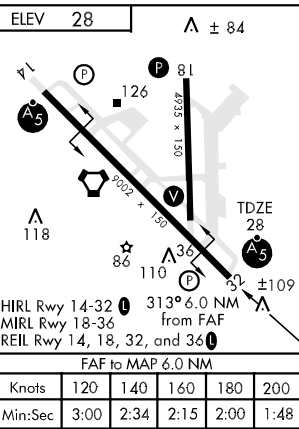
ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-34)
S-LOC 32 *	380/40	352	(400-34)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)



VORTAC GPT 109.0 Chan 27	APCH CRS 140°	Rwy Idg 9002 TDZE 27 Arpt Elev 28
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JAL-576 [USAF]

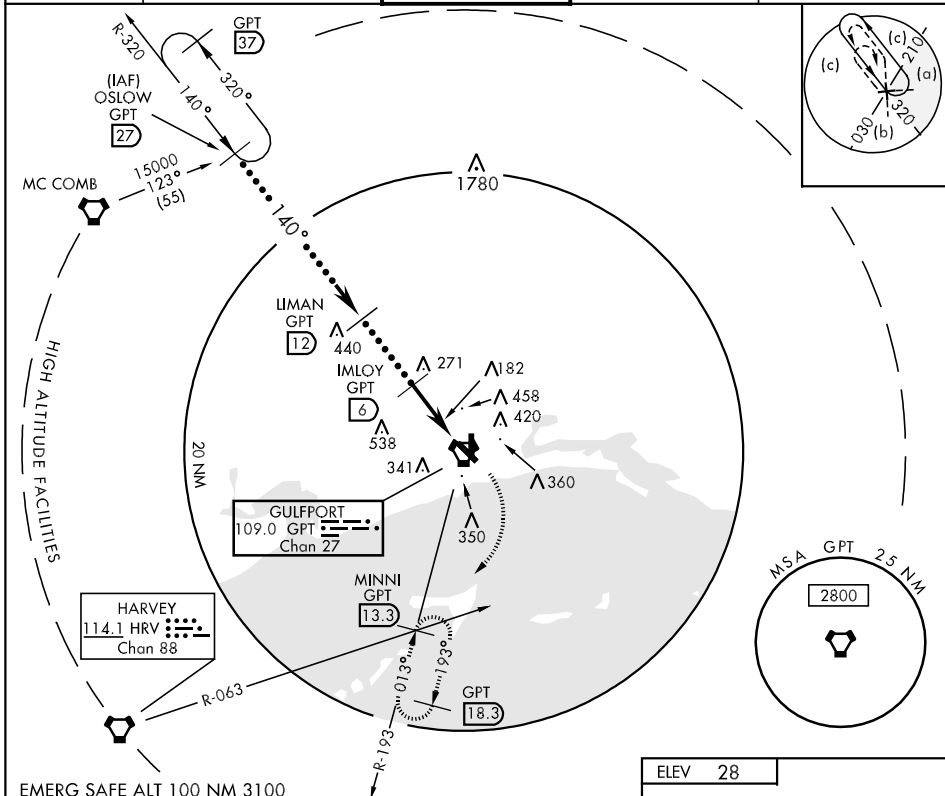
GULFPORT-BILOXI INTL (KGPT)

▼ \* When ALS inop, increase vis CAT CD to 1 1/4 miles, CAT E to 1 1/2 miles.

MALSR

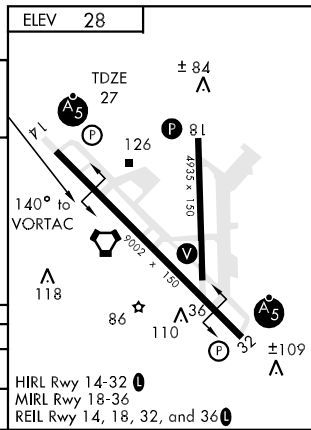
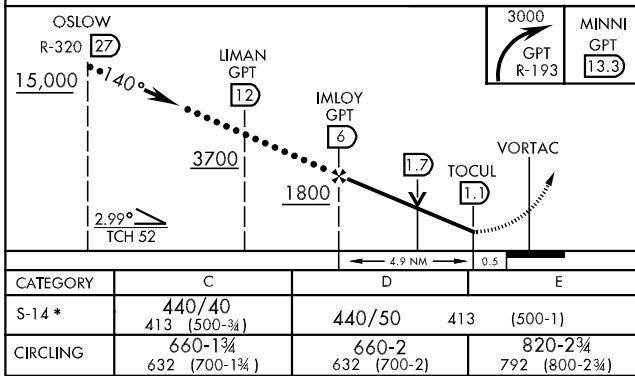
MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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SC-4, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 3100



GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 6, 09295

HI-TACAN RWY 14

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APCH CRS <b>307°</b>	Rwy Idg TDZE Arpt Elev <b>9002</b> <b>28</b> <b>28</b>
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JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

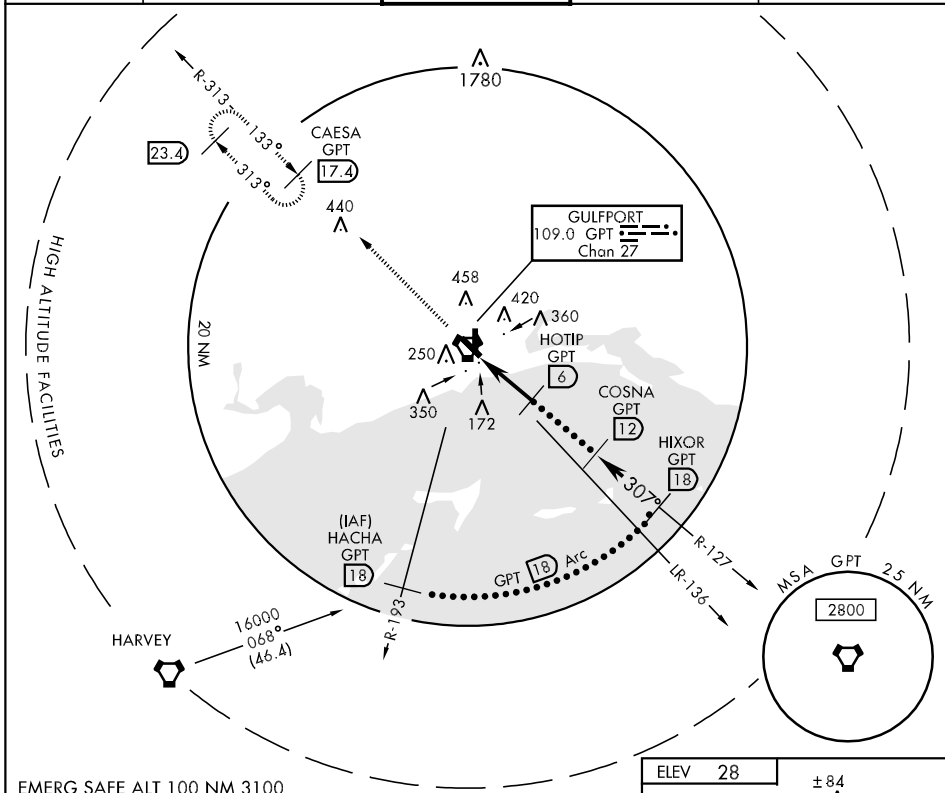


\* When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

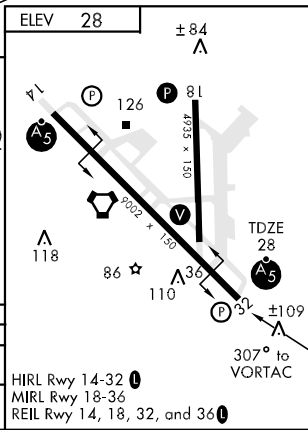
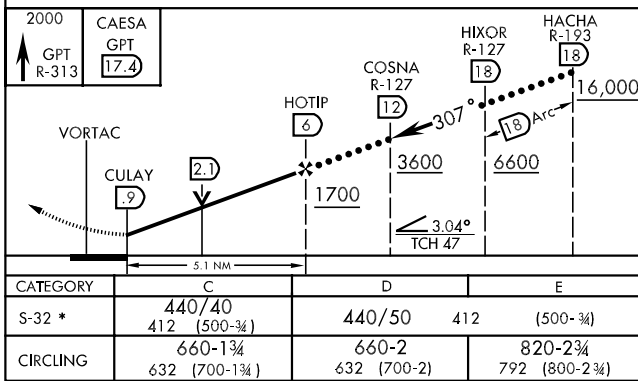


MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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EMERG SAFE ALT 100 NM 3100



LOC FUXI <b><u>108.3</u></b>	APP CRS <b>313°</b>	Rwy Idg <b>9002</b> TDZE <b>28</b> Apt Elev <b>28</b>
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ILS or LOC/DME RWY 32  
GULFPORT-BILOXI INTL (GPT)

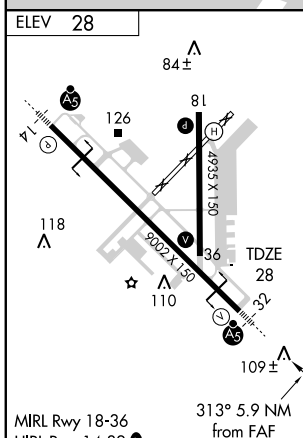
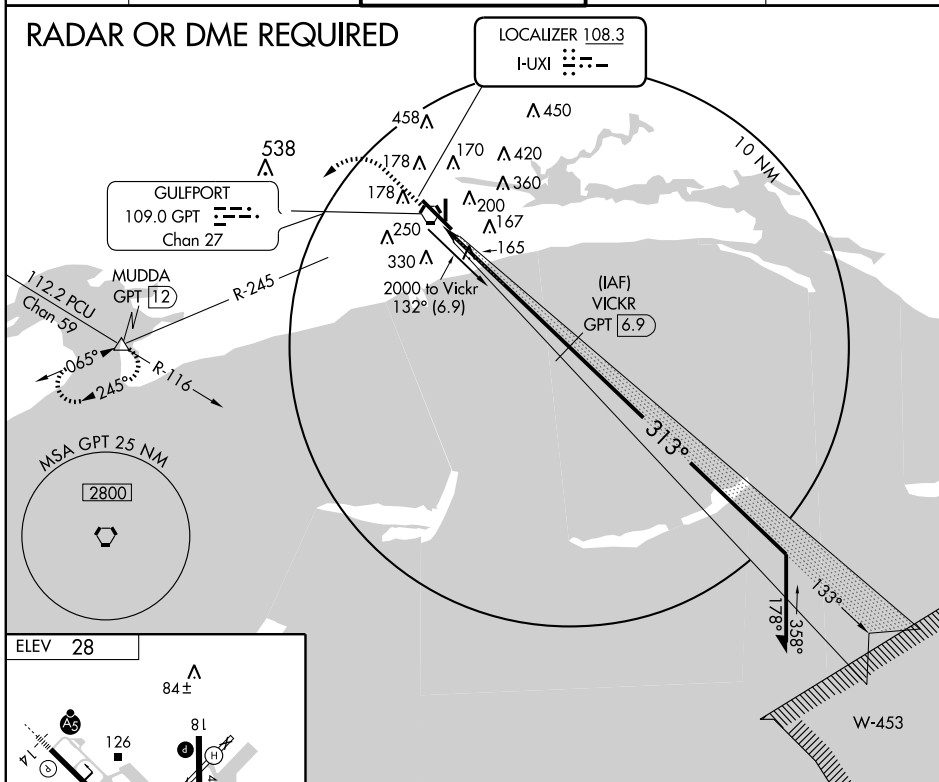
**V** Inoperative table does not apply to MALSRS S-ILS 32. For inoperative MALSRS increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of TUXI and GPT DME required.

MALSR

**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 339.8	GND CON 120.4 348.6	UNICOM 122.95
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## RADAR OR DME REQUIRED



500  
↑

2000  
↘

GPT R-245 109.0

MUDDA  
△

VCR GPT 6.9

VGS1 and ILS Glidepath not coincident.

Remain within 15 NM

133°

313°

2000

2000

GS 3.00° TCH 56

5.9 NM

Glide slope unusable when tower not in operation. Only localizer minimums authorized during this period.

CATEGORY	A	B	C	D	E
S-ILS 32	228/40		200 (200-3/4)		
S-LOC 32	380/40		352 (400-3/4)		
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)



LOC I-GPT <b><u>110.9</u></b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>27</b> <b>28</b>
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ILS or LOC RWY 14  
GULFPORT-BILOXI INTL (GPT)

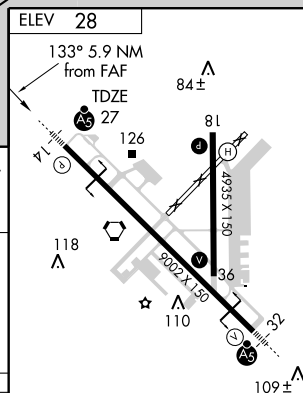
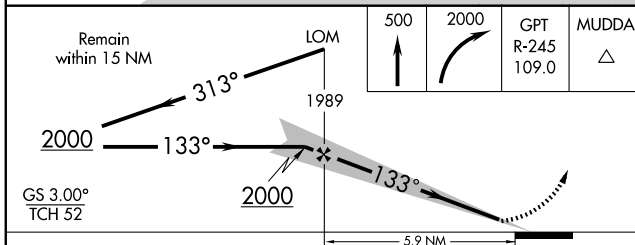
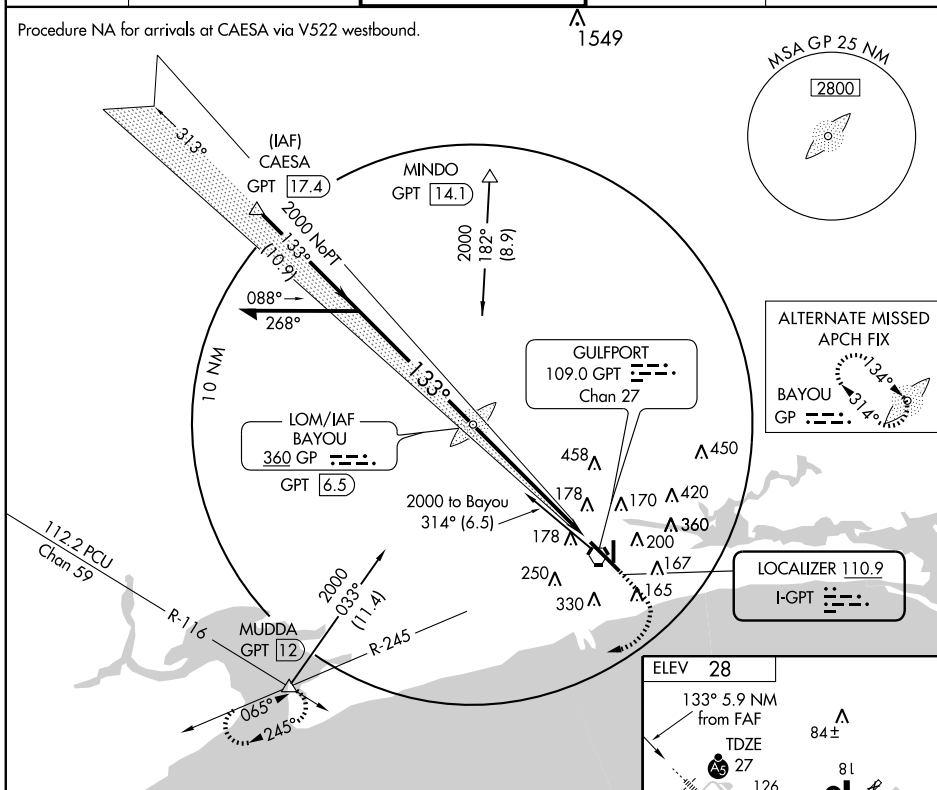
**T** For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000  
**A** and S-LOC 14 Cat E visibility to 1½ mile. \*RVR 1800 authorized  
 ΔSP with the use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA via V522 westbound.



CATEGORY	A	B	C	D	E	MIRL Rwy 18-36 HIRL Rwy 14-32 ①					
S-ILS 14	* 227/24		200 (200-½)								
S-LOC 14	440/24	413 (500-½)	440/40	413 (500-¾)	440/50 413 (500-1)	FAF to MAP 5.9 NM					
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¼ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)	Knots	60	90	120	150	180
						Min:Sec	5:54	3:56	2:57	2:22	1:58

## RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

WAAS CH <b>97301</b> <b>W14A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>27</b> <b>28</b>
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase circling Cat C and D visibility ¼ mile.

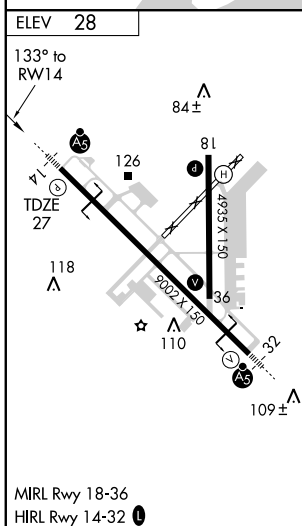
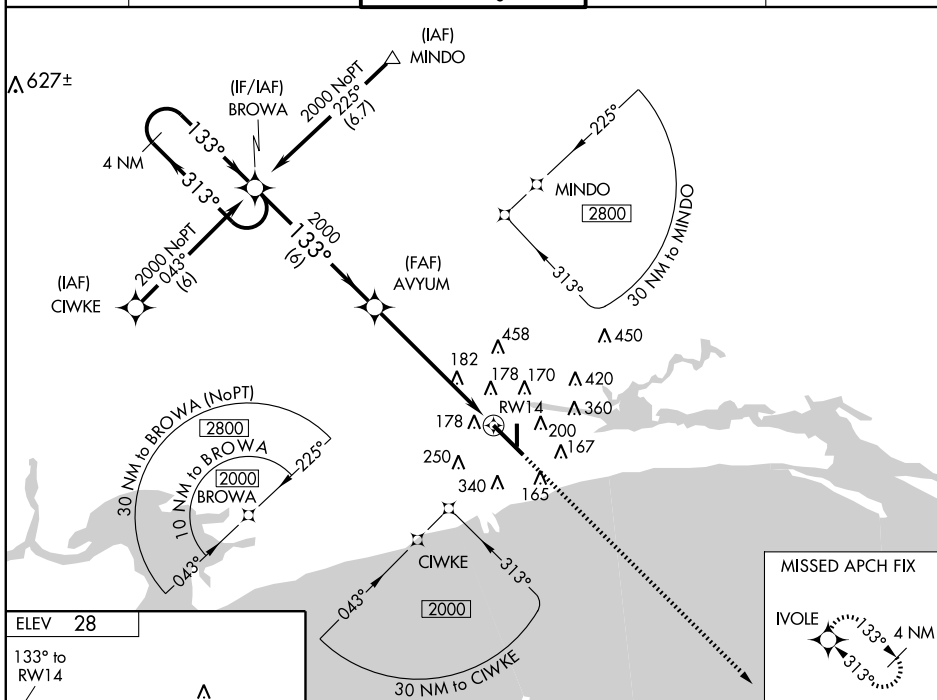
ASR For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 2000 direct  
IVOLE and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		2000	IVOLE
BROWA		AVYUM		*1.1 NM to RW14	*LNAV only
2000		133°		RW14	
GS 3.00°		TCH 52		6 NM	
CATEGORY		A		B	
LPV DA		227/24		200 (200-½)	
LNAV/VNAV DA		464/50		437 (500-1)	
LNAV MDA		440/24		440/40	
CIRCLING		500-1		560-1	
		472 (500-1)		612 (700-1¾)	
		532 (600-1)		640-1¾	
				660-2	
				632 (700-2)	

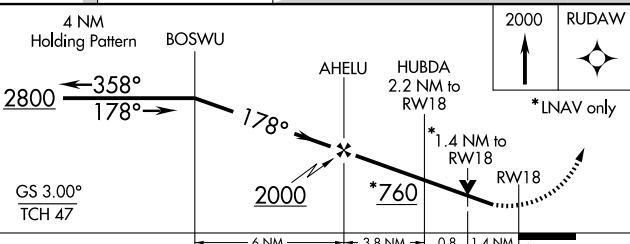
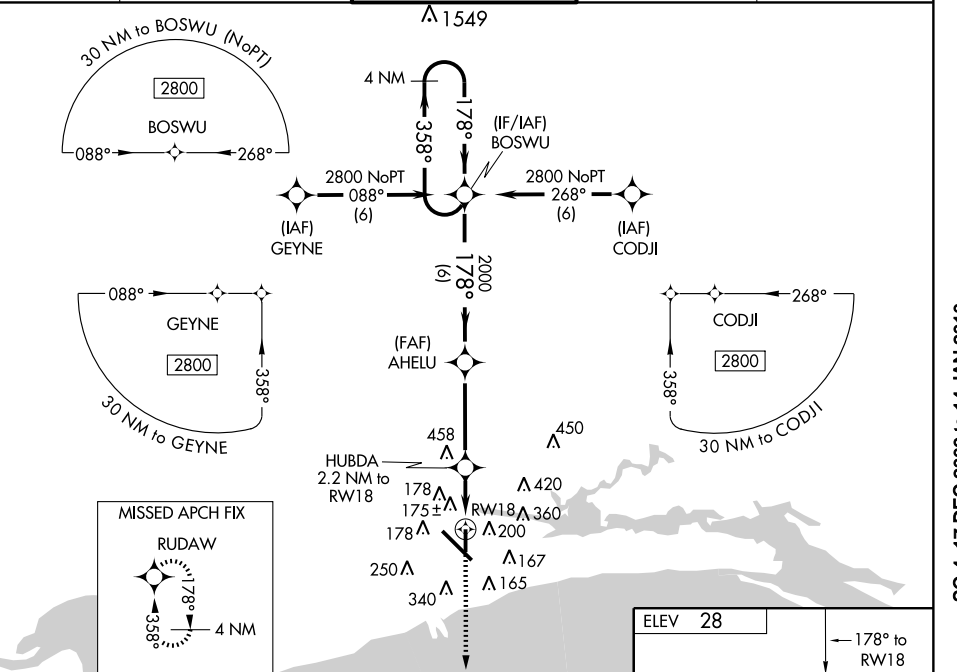
⚠

ASR

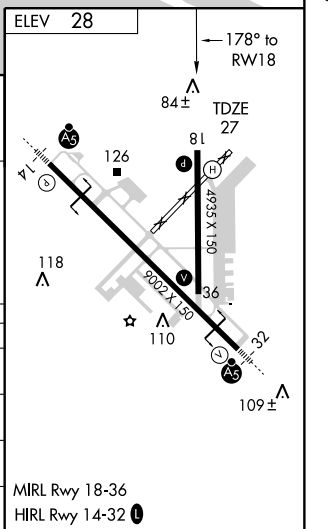
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) <b>0 339.8</b>	120.4 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1 473 (500-1)	500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)	
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)



SC-4, 17 DEC 2009 to 14 JAN 2010

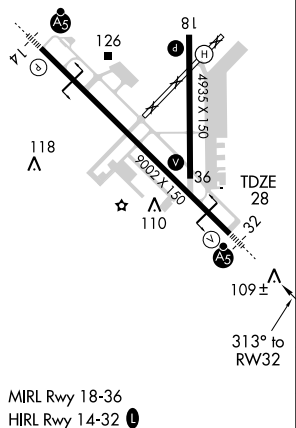
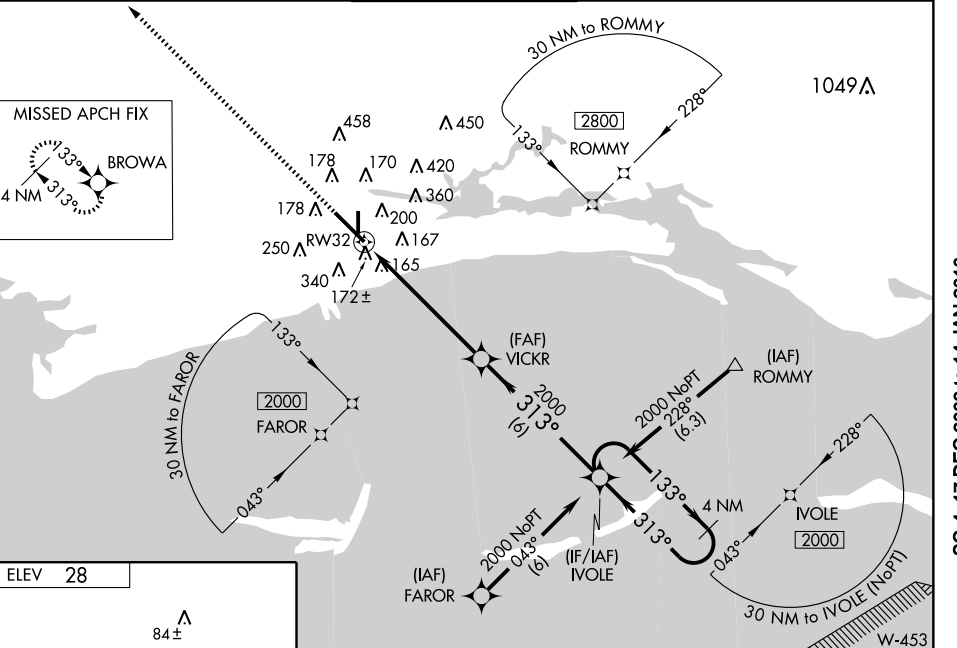
WAAS CH <b>56207</b> <b>W32A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>28</b> <b>28</b>
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**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase circling visibility Cat C to 2 and Cat D to 2½ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 2000 direct  
BROWA and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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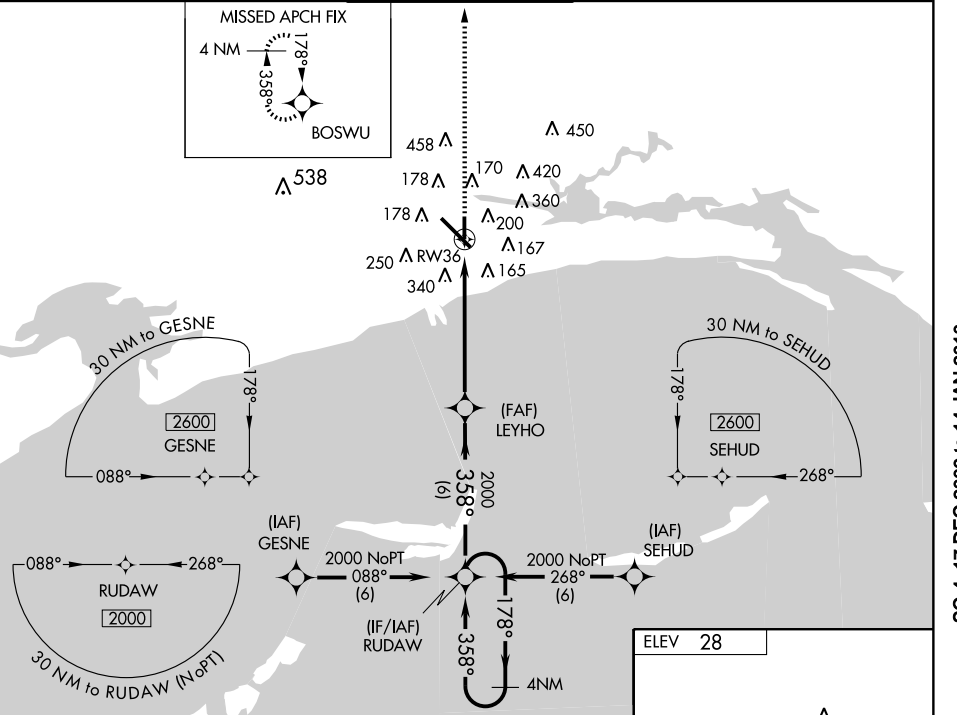
2000	BROWA	VGSI and RNAV glidepath not coincident.			
					

MIRL Rwy 18-36  
HIRL Rwy 14-32

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and ASR increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH:  
Climb to 2800 direct BOSWU and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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2800	BOSWU	* LNAV only.	LEYHO	RUDAW	4 NM Holding Pattern
↑	✧				
		* 1.6 NM to RW36			
		RW36			
		1.6	4.4 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	328-1	300 (300-1)			
LNAV/VNAV DA	660-2¼	632 (700-2¼)			
LNAV MDA	580-1	552 (600-1)	580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)	
CIRCLING	580-1	552 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)	

ELEV 28

84± Δ  
 126  
 81  
 118 Δ  
 110  
 TDZE 28  
 109± Δ  
 358° to RW36

MRL Rwy 18-36  
 HRL Rwy 14-32

SC-4, 17 DEC 2009 to 14 JAN 2010

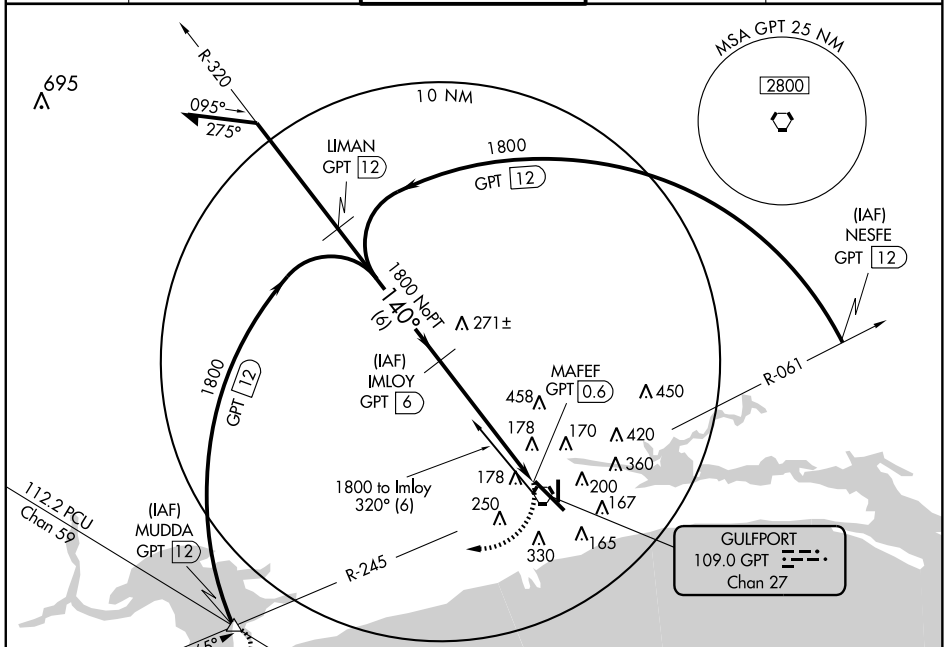
VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev <b>9002</b> <b>27</b> <b>28</b>
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# VOR/DME or TACAN RWY 14

GULFPORT-BILOXI INTL (GPT)

<p><b>ASR</b></p> <p>For inoperative MALS increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1 1/2 mile.</p>	<p>MALS</p> <p></p>	<p>MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.</p>
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ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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Remain within 15 NM		IMLOY GPT 6	2000	GPT R-245 109.0	MUDDA
1800		320°	140°	1800	140° 5.4 NM from FAF
2.99°		TCH 52	GPT 1.7	MAFEF GPT 0.6	TDZE 27
4.2 NM		1.2	84±	81	126
			118	110	36
			109±		
CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-1/2)	440/40 413 (500-3/4)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

MIRL Rwy 18-36  
HIRL Rwy 14-32

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>307°</b>	Rwy Idg <b>9002</b> TDZE <b>28</b> Apt Elev <b>28</b>
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VOR/DME or TACAN RWY 32

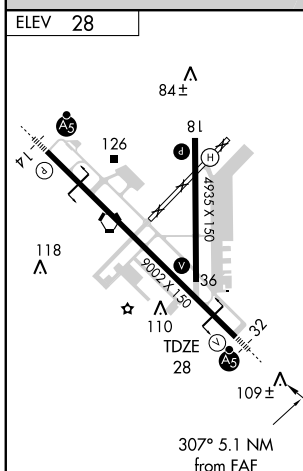
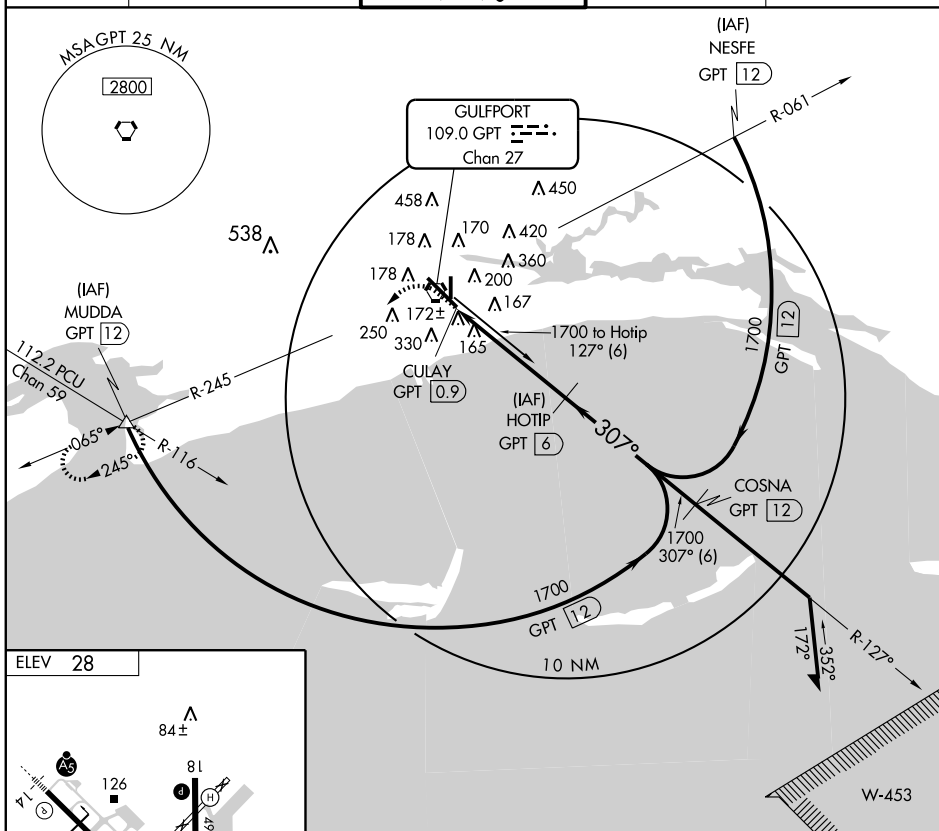
GULFPORT-BILOXI INTL (GPT)

**T** For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-32	440/40	412 (500-¾)		440/50	412 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¼ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

MIRL Rwy 18-36

HIRL Rwy 14-32 **L**

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>136°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Apt Elev <b>28</b>
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VOR RWY 14  
GULFPORT-BILOXI INTL (GPT)



ASR


MALSR



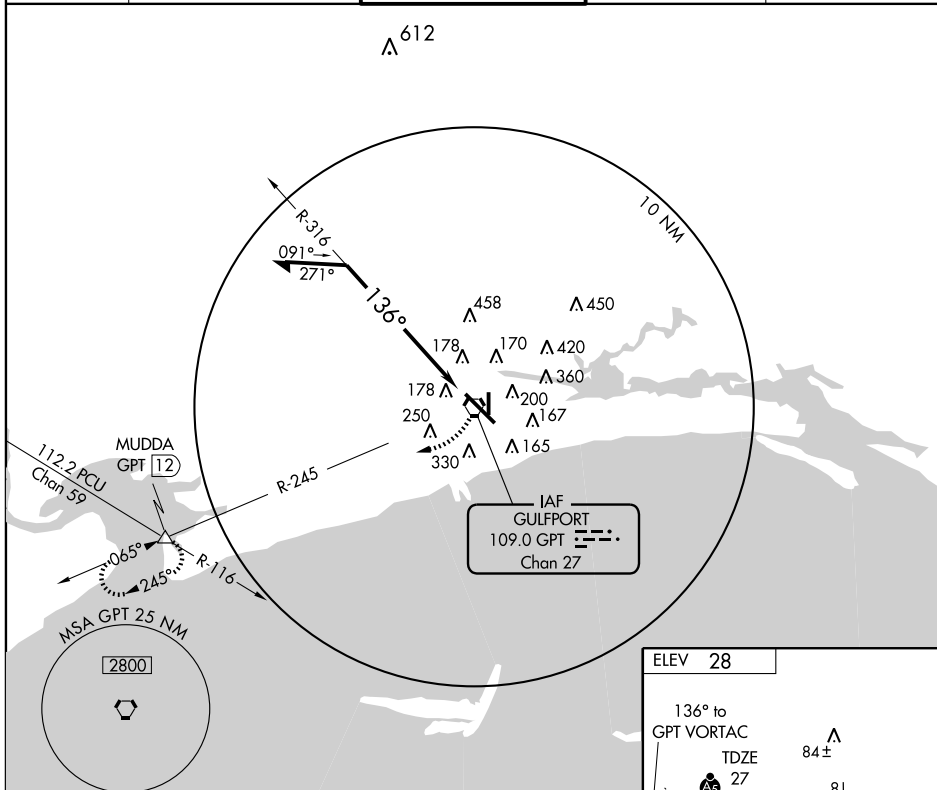
**MISSED APPROACH:** Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS  
119.45

GULFPORT APP CON ★  
124.6 254.25

GULFPORT TOWER★  
123.7 (CTAF)  339.8

GND CON	
120.4	348.6

UNICOM  
122.95

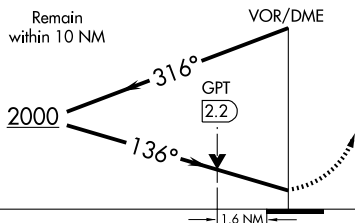
Remain  
within 10 NM

VOR/DME

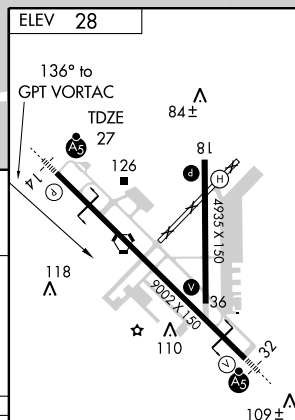
2000

GPT  
R-245  
109.0

MUDDA



CATEGORY	A	B	C	D
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1¼)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)



MIRL Rwy 18-36  
HIRL Rwy 14-32 **L**



▼

ASR

For inoperative MALS increase S-32 Cats A and B visibility to RVR 5000.

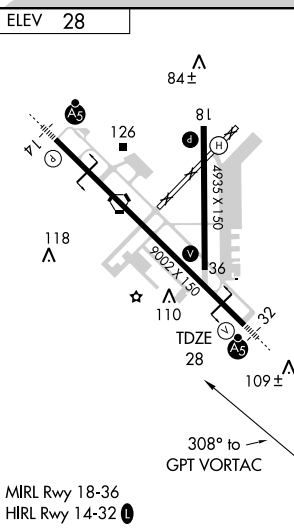
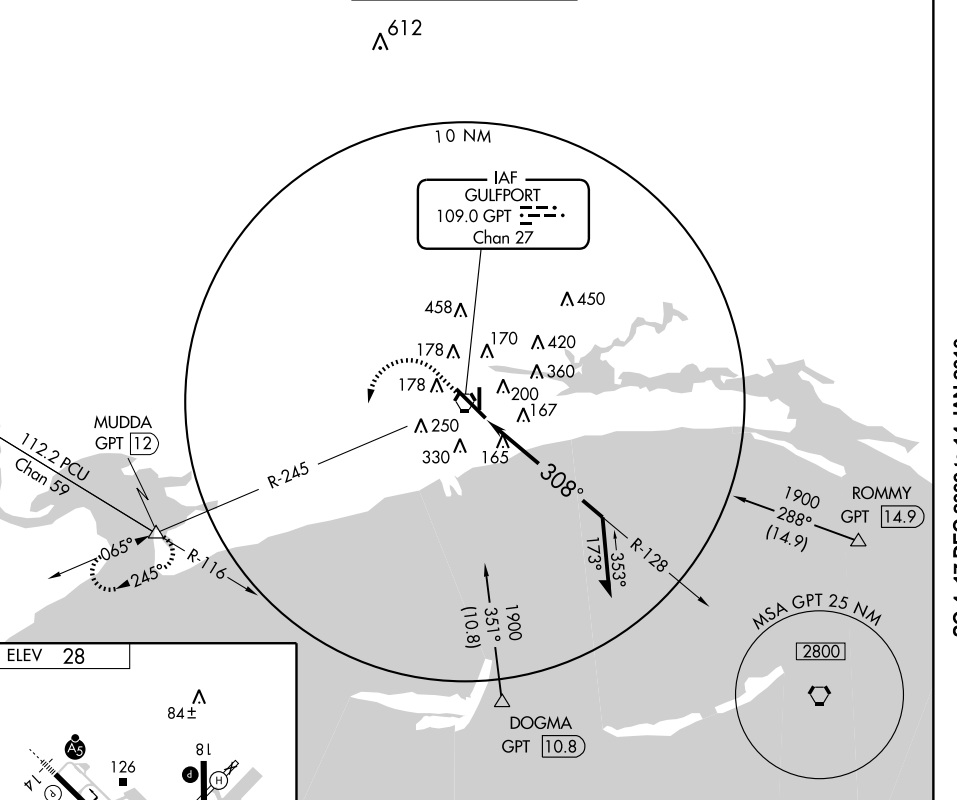
MALS R

AS

5

MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) 0 339.8	120.4 348.6	122.95



2000	GPT R-245 109.0	MUDDA	VOR/DME	Remain within 10 NM
			GPT 2.2	
			128°	1900
			308°	
			1.3 NM	
CATEGORY	A	B	C	D
S-32	480/40 452 (500-¾)			480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

## EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)  
HATTIESBURG, MISSISSIPPIASOS 135.425  
HOUSTON CENTER  
126.8 327.8  
CTAF 122.8

EATON

110.6 LBY

Chan 43

N31°25.12'-W089°20.26'

L-22

R-166

346°

309°

320°

DE SOTO 1  
MOA

R4401A &amp; B

DE SOTO 1  
MOA**TAKEOFF MINIMUMS:**

Rwy 13, ATC climb of 300' per NM to 600.

Rwy 13, Do not exceed 230 knots until  
established on heading 320°.

Rwy 31, Standard.

**TAKE-OFF OBSTACLES:**Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline  
up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER,  
49' right of centerline, up to 89' AGL/229' MSL.Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline,  
up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER,  
69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 13:** Climbing right turn heading 320° and LBY VORTAC R-166 to  
LBY VORTAC. Thence . . . .**TAKE-OFF RUNWAY 31:** Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC.  
Thence . . . .. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes  
after departure.

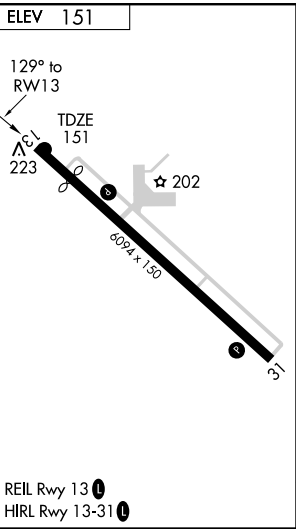
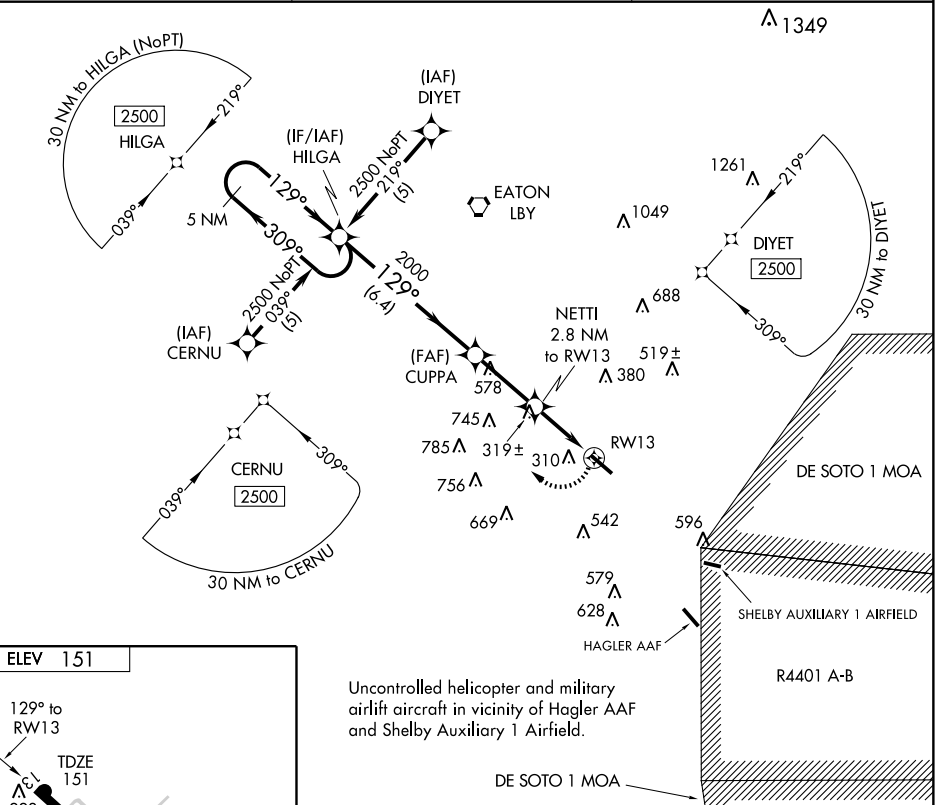
APP CRS	Rwy Idg	5098
129°	TDZE	151
	Apt Elev	151

RNAV (GPS) Y RWY 13  
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

**▽** If local altimeter setting not received, use Hattiesburg-Laurel  
**▲** Rgnl altimeter setting and increase all MDAs 60 feet.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right  
turn to 2500 direct HILGA and hold.

ASOS 135,425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) <b>0</b>
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5 NM Holding Pattern HILGA				
2500 ← 309° 129° → 2000				
CUPPA NETTI 2.8 NM to RW13 3.05° TCH 40 1080				
RW13				
6.4 NM 2.8 NM 2.8 NM				
CATEGORY	A	B	C	D
LNAV MDA	580-1	429 (500-1)	580-1¼ 429 (500-1¼)	580-1½ 429 (500-1½)
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1½ 569 (600-1½)	720-2 569 (600-2)

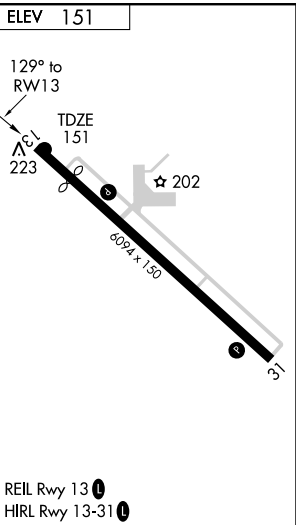
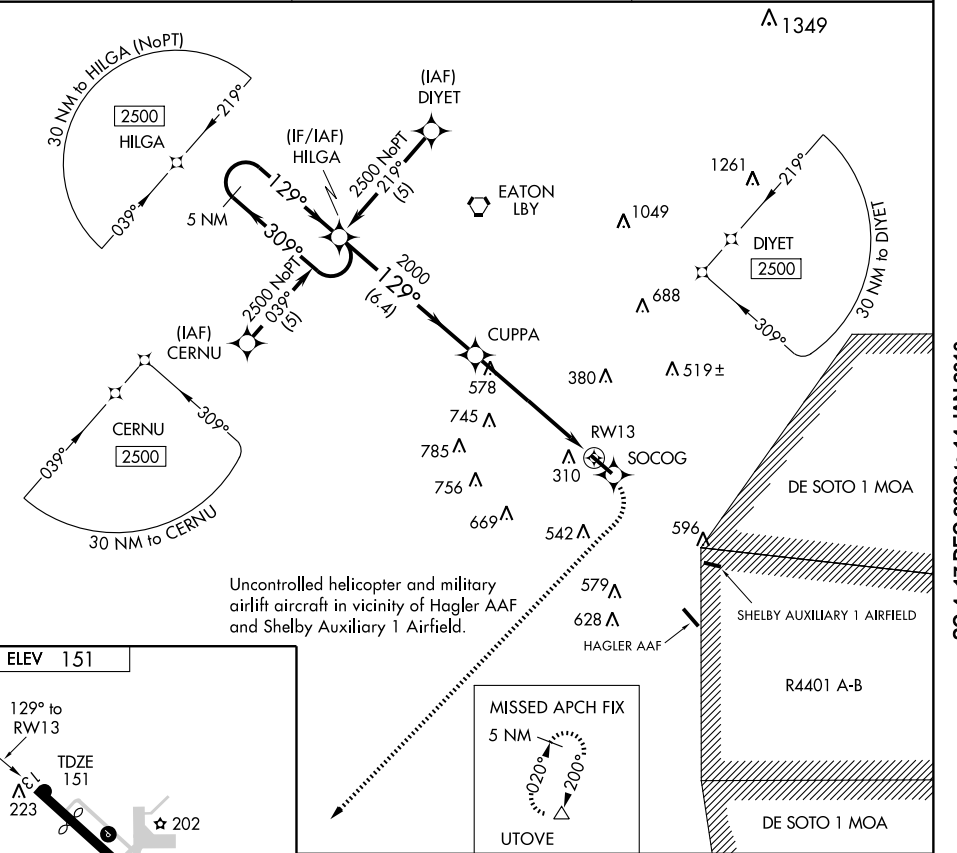
▽

▲

If local altimeter setting not received, use Hattiesburg-Laurel  
Rgnl altimeter setting and increase DA to 705 feet.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000  
direct SOCOG and right turn via 219°  
track to UTOVE and hold.

ASOS 135,425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern	HILGA	CUPPA	3000 SOCOG	UTOVE
2500	309°	129°	219° track	△
GS 3.00° TCH 40	6.4 NM	5.6 NM	RWY 13	
CATEGORY	A	B	C	D
LPV DA	654-1 <sup>3</sup> / <sub>4</sub> 503 (600-1 <sup>3</sup> / <sub>4</sub> )			

SC-4, 17 DEC 2009 to 14 JAN 2010

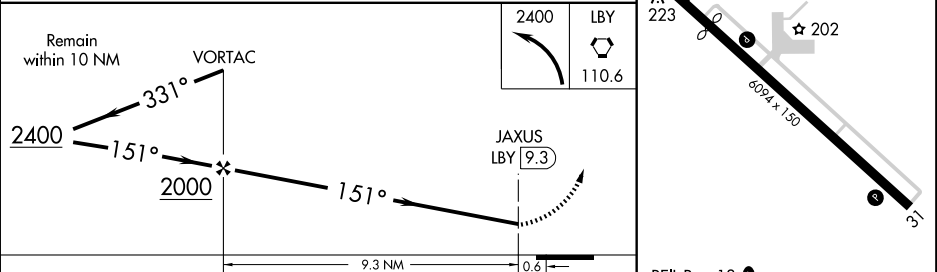
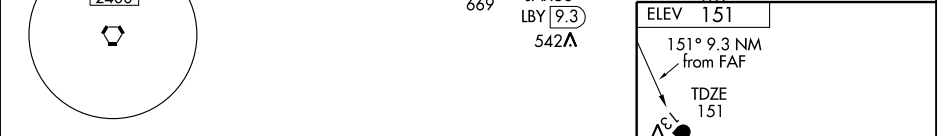
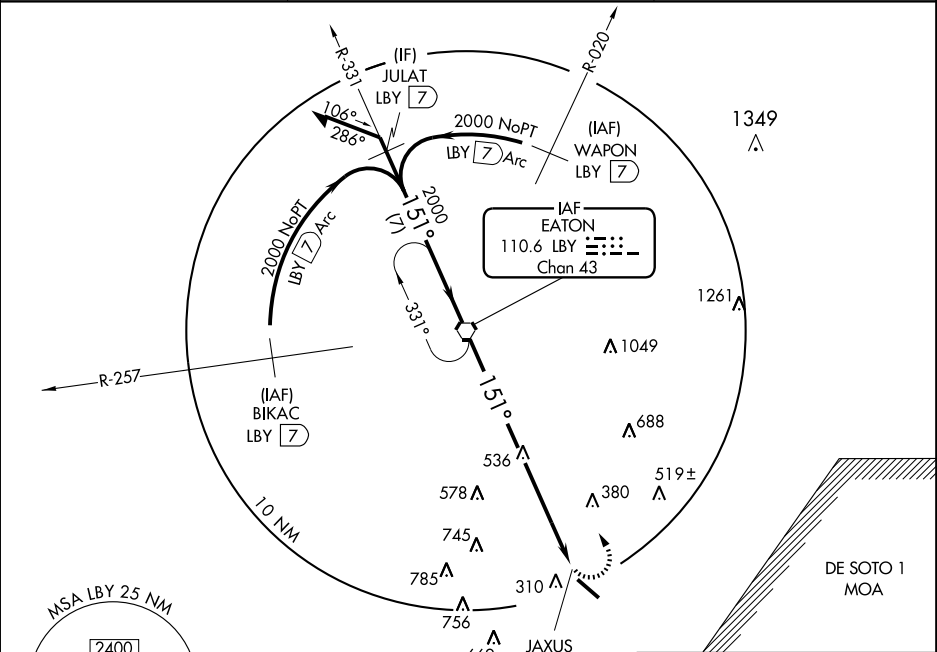
VOR RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

VORTAC LBY	APP CRS	Rwy Idg	5098
110.6	151°	TDZE	151
Chan 43		Apt Elev	151

<p><b>▼</b> When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.</p>	MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.
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ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 9.3 NM					
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)		Knots	60	90	120	150	180
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)		Min:Sec	9:18	6:12	4:39	3:43	3:06



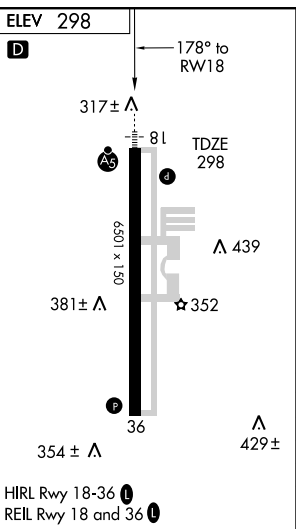
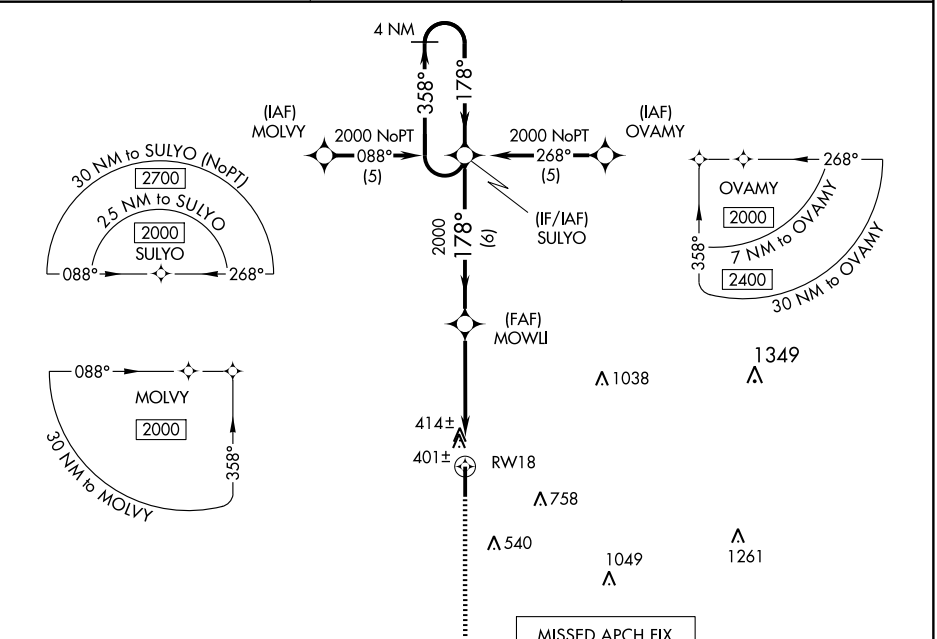
WAAS CH <b>49201</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>298</b> <b>298</b>
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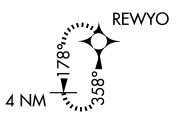
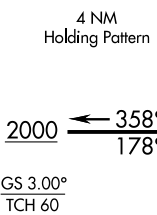


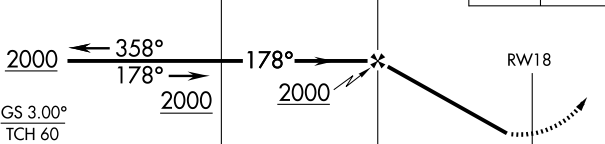
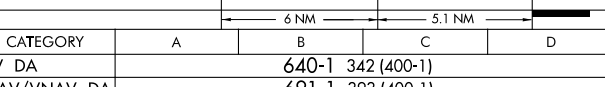
RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

<p><b>▽</b> DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibilities to 1¼. Inoperative table does not apply to LNAV Cats A/B/C.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 2000 direct REWYO and hold.</p>
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AWOS-3 <b>128.325</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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<p><b>MISSED APCH FIX</b></p> 				
<p><b>4 NM Holding Pattern</b></p> 				
<p><b>DE SOTO 1 MOA</b></p> 				
<p><b>2000</b> <b>REWYO</b></p> 				
<p><b>4 NM</b> <b>SULYO</b> <b>MOWLI</b> <b>RW18</b></p> 				
<p><b>GS 3.00°</b> <b>TCH 60</b></p> 				
CATEGORY	A	B	C	D
LPV DA		640-1	342 (400-1)	
LNAV/VNAV DA		691-1	393 (400-1)	
LNAV MDA		680-1	382 (400-1)	
CIRCLING	740-1¼ 442 (500-1¼)	760-1¼ 462 (500-1¼)	760-1½ 462 (500-1½)	860-2 562 (600-2)

WAAS CH <b>93901</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg <b>6501</b> TDZE <b>296</b> Apt Elev <b>298</b>
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## RNAV (GPS) RWY 36

HATTIESBURG-LAUREL RGNL (PIB)

**T** For uncompensated BARO-VNAV systems, LNAV/VNAV  
**A** NA below -15°C (5°F) or above 48°C (119°F). Visibility  
reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct SULYO and hold.

AWOS-3  
128.325

HOUSTON CENTER  
126.8 327.8

UNICOM  
123.0 (CTAF) **L**

MISSED APCH FIX

4 NM

358°

178°

PI

1038  
 $\Delta$ 

1349  
A

375 ± 4

A758

1261

(FAF)  
TUXUW -



1049

(IAF) 2000 NoPT  
RIRLY 088°  
(5)

2000 NoPT  
268°  
(5)

(IAF)  
RISYO

DE SOTO  
1 MOA

2000	SULYO
	

4 NM  
Holding Pattern

TUXUW

REWYO

HIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**



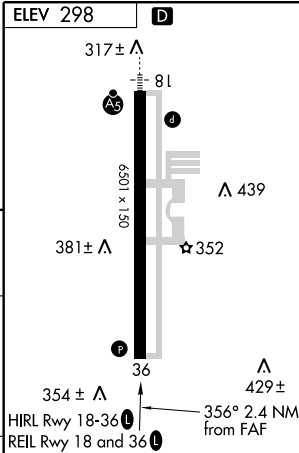
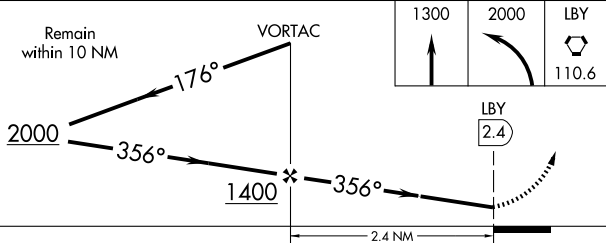
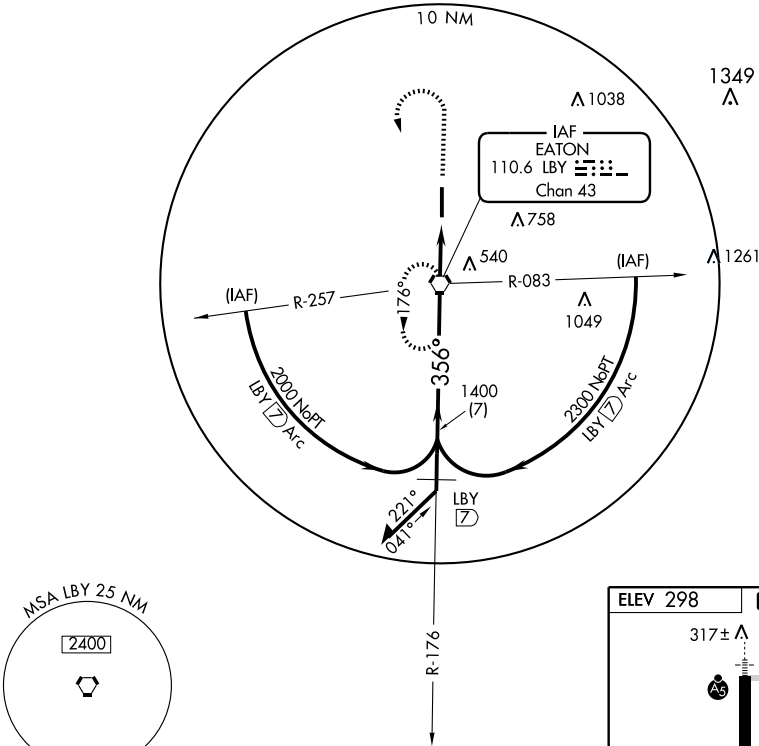
VORTAC LBY <b>110.6</b> Chan <b>43</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>298</b>
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HATTIESBURG-LAUREL RGNL (PIB)



MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3 <b>128.325</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.0(CTAF)0</b>
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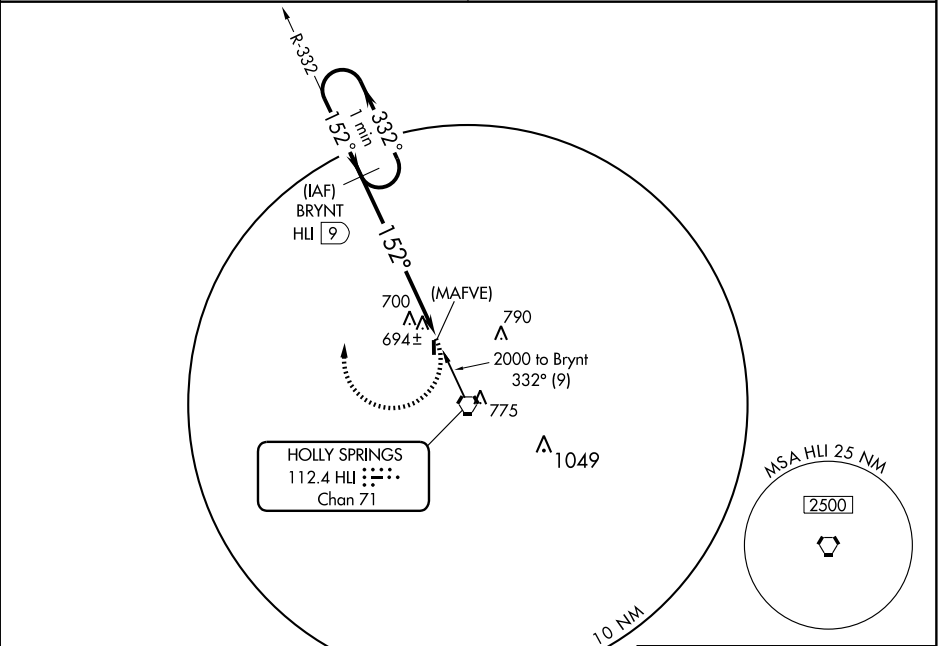


CATEGORY	A	B	C	D	FAF to MAP 2.4 NM					
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:24	1:36	1:12	0:58	0:48

VORTAC HLI	APP CRS	Rwy Idg	3201
112.4	152°	TDZE	553
Chan 71		Apt Elev	553

VOR/DME or GPS RWY 18  
HOLLY SPRINGS-MARSHALL COUNTY (M41)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Memphis altimeter setting.</div>	MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.
MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1080-1	527 (600-1)	1080-1½ 527 (600-1½)	NA
CIRCLING	1120-1 567 (600-1)	1140-1 587 (600-1)	1140-1½ 587 (600-1½)	NA

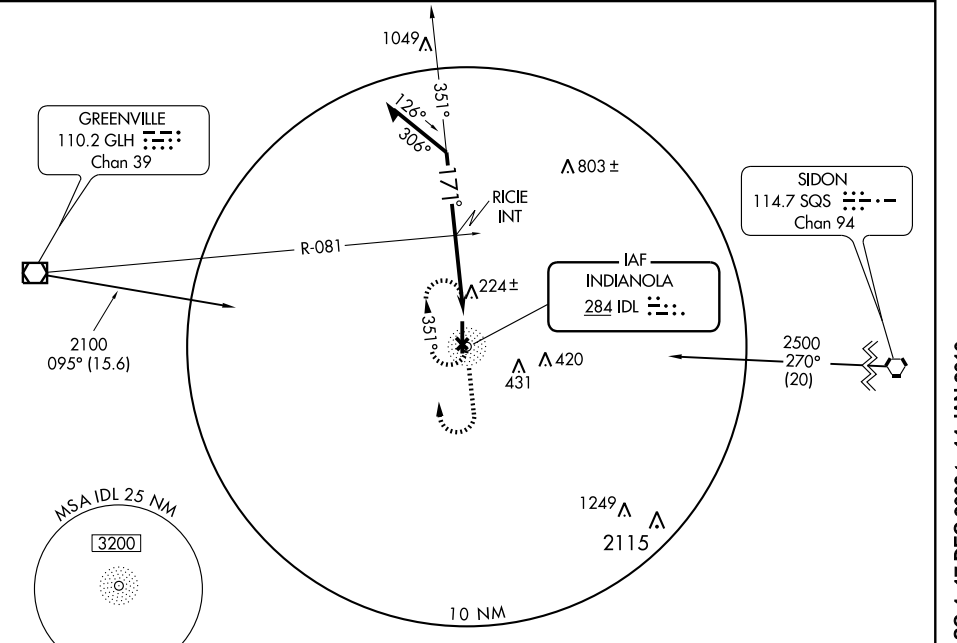
▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

▲ NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF)**



Remain within 10 NM

1500

2100

IDL  
284

351°

171°

840\*

3.1 NM

0.9 NM

\* 940 when using Greenwood altimeter setting.

CATEGORY	A	B	C	D
S-17	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)
CIRCLING	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)

NDB/VOR MINIMUMS

S-17	580-1 454 (500-1)	580-1¼ 454 (500-1¼)	580-1½ 454 (500-1½)
CIRCLING	580-1 454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)

ELEV 126

TDZE 126

7004 X 1.50

35

224 ±

MIRL Rwy 17-35

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB IDL	APP CRS	Rwy Idg	<b>7004</b>
<b><u>284</u></b>	<b>007°</b>	TDZE	<b>121</b>
		Apt Elev	<b>126</b>

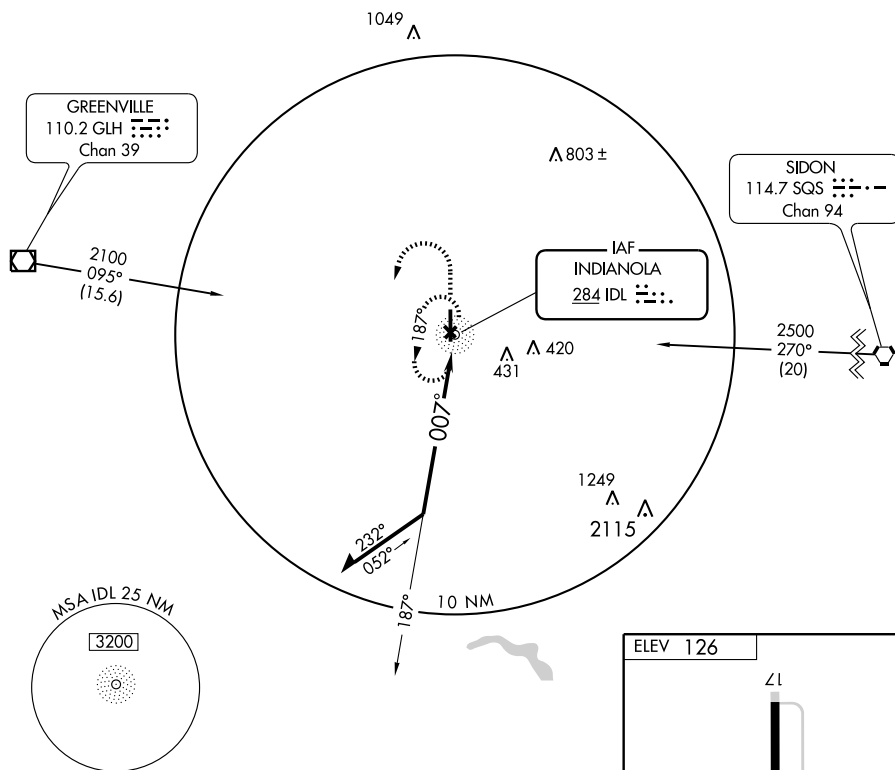
NDB RWY 35  
INDIANOLA MUNI (IDL)

**T** Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

**ANA**

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.8 (CTAF) **L**

Remain  
within 10 NM

2100

NDB

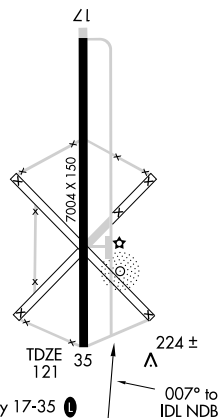
187

007

150C

2100

284



MIRL Rwy 17-35 (L)

CATEGORY	A	B	C	D
S-35	740-1 619 (700-1)		740-1 <del>34</del> 619 (700- <del>134</del> )	740-2 619 (700-2)
CIRCLING	740-1 614 (700-1)		740-1 <del>34</del> 614 (700- <del>134</del> )	780-2 654 (700-2)

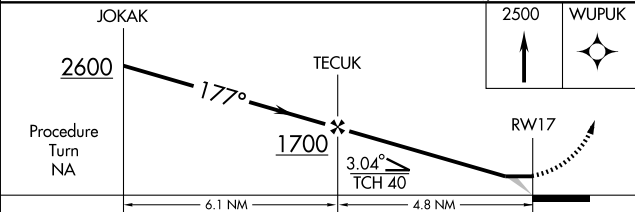
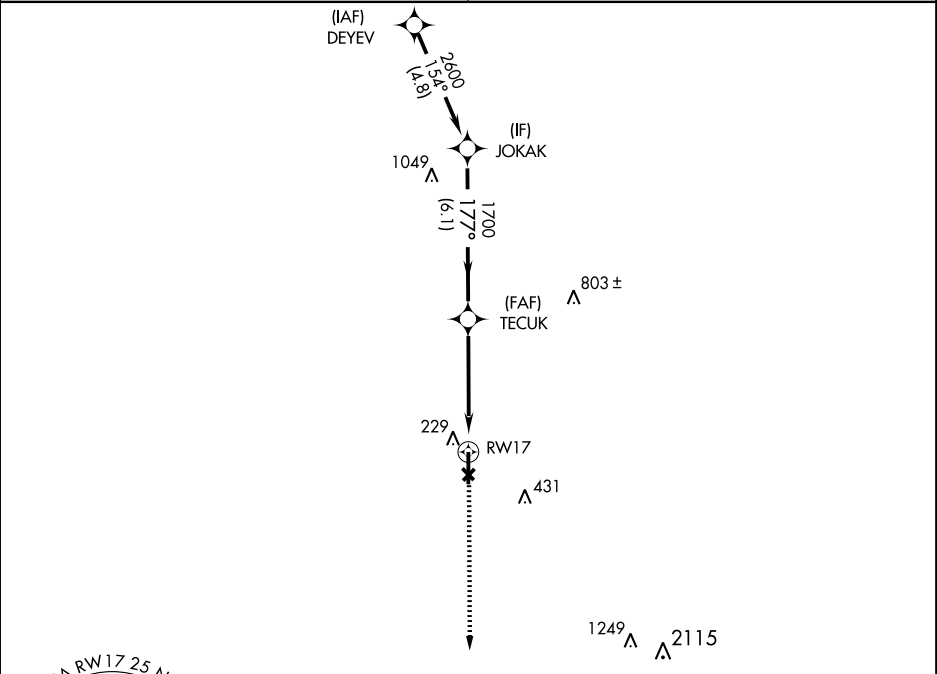
Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	7004
177°	TDZE	126
	Apt Elev	126

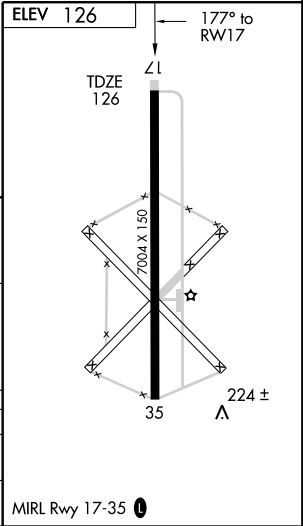
RNAV (GPS) RWY 17  
INDIANOLA MUNI (IDL)

DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.	MISSED APPROACH: Climb to 2500 direct WUPUK and hold.
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MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF)
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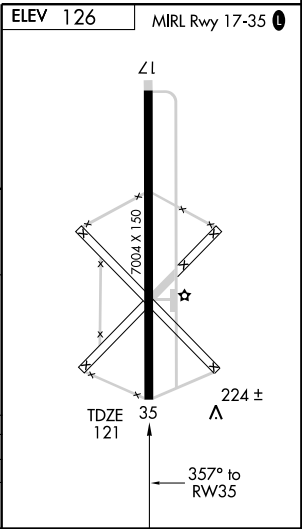
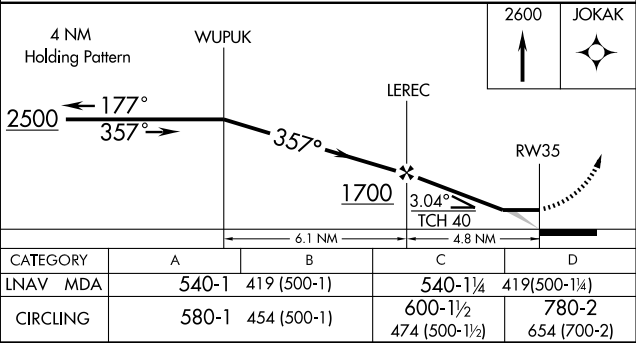
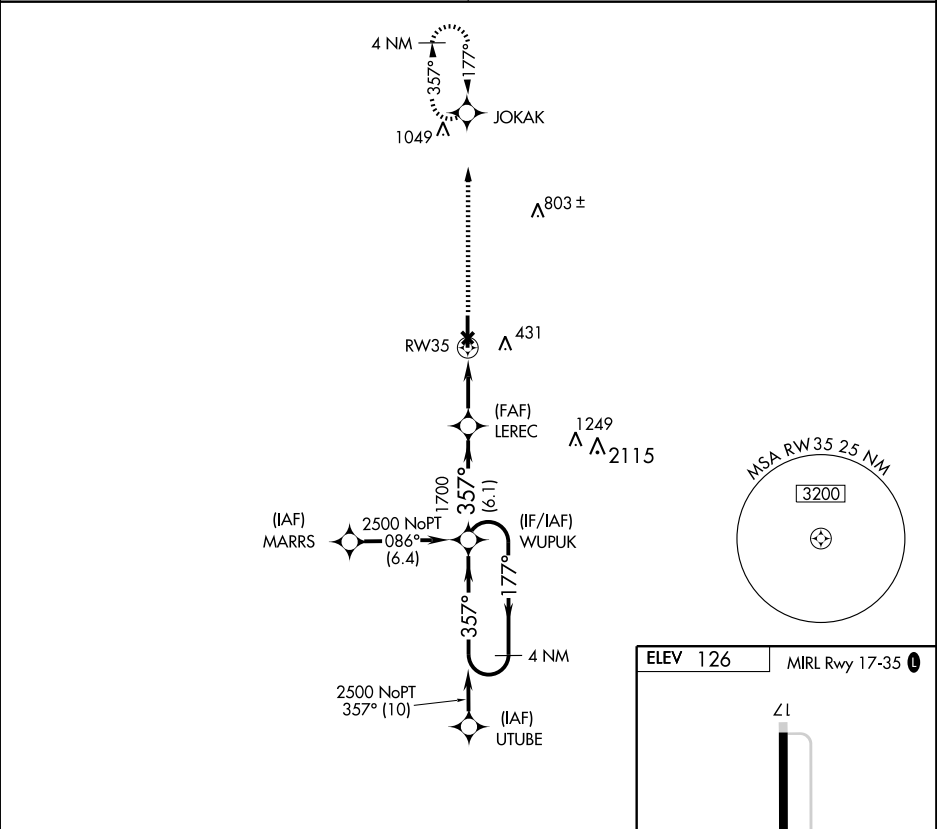
CATEGORY	A	B	C	D
LNNAV MDA	520-1	394 (400-1)	520-1¼ 394 (400-1¼)	780-2 654 (700-2)
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)



APP CRS	Rwy Idg	7004
357°	TDZE	121
	Apt Elev	126

RNAV (GPS) RWY 35  
INDIANOLA MUNI (IDL)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.</div>	MISSED APPROACH: Climb to 2600 direct JOKAK and hold.
MEMPHIS CENTER 135,875 269,35	UNICOM 122.8 (CTAF) 0





▼

Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.

▲

NA

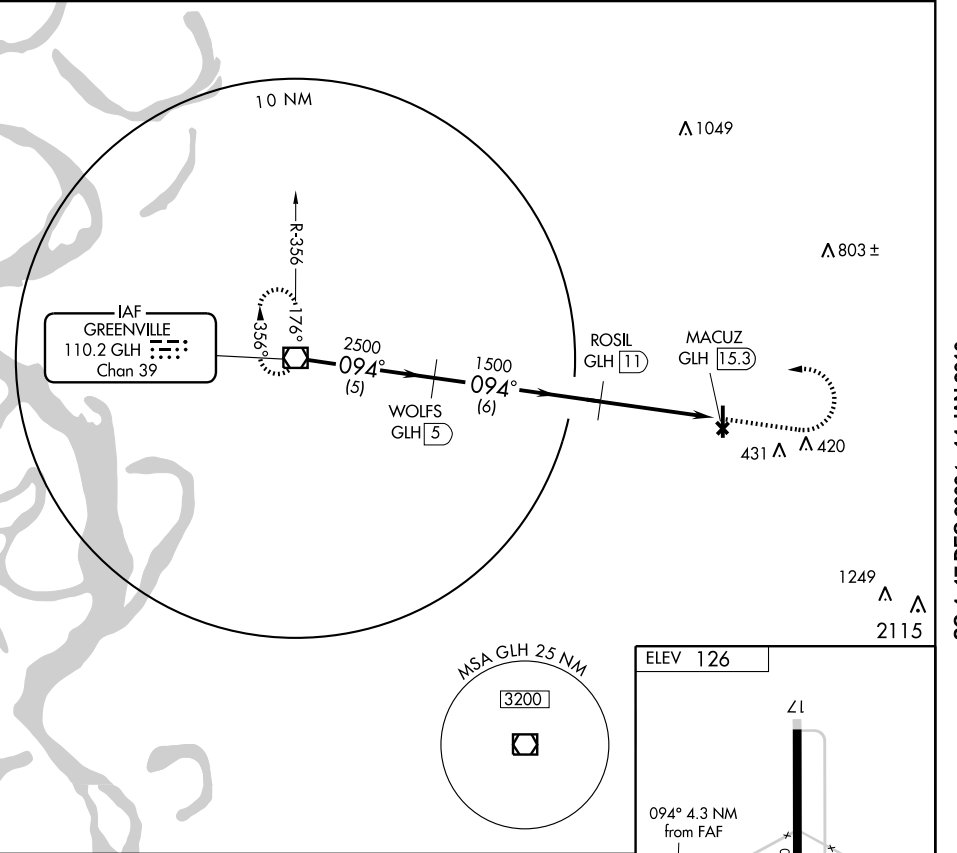
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via R-094 to GLH VOR/DME and hold.

MEMPHIS CENTER

135.875 269.35

UNICOM

122.8 (CTAF) 0



VOR/DME		WOLFS GLH 5		1200	3000	GLH
				↑	R-094	110.2
2500	094°	2500	094°	ROSIL GLH 11	MACUZ GLH 15.3	
Procedure Turn NA			1500			
5 NM		6 NM	4.3 NM			
CATEGORY	A	B	C	D		
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)	Knots	60 90 120 150 180
					Min:Sec	

ELEV 126

094° 4.3 NM from FAF

Δ 1

7004 X 150

35

224 ± Δ

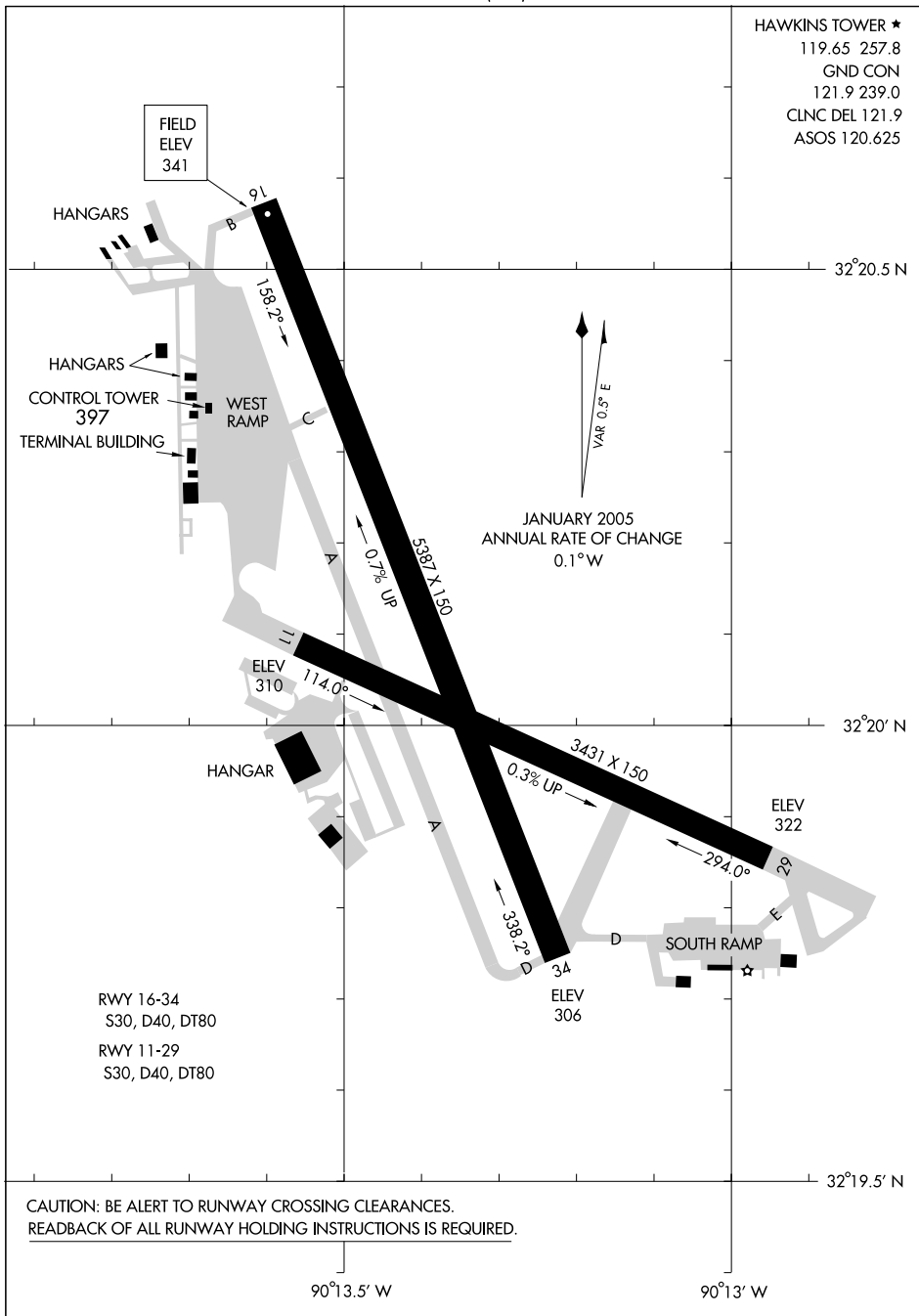
MIRL Rwy 17-35 0



# AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)  
JACKSON, MISSISSIPPI

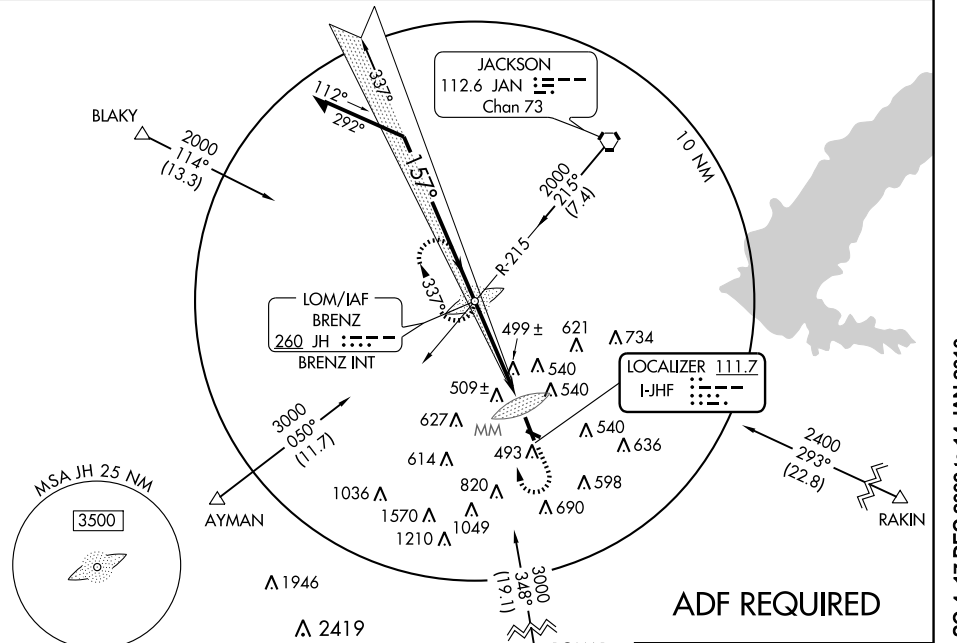


Obtain local altimeter setting on CTAF; if not received, use Jackson altimeter setting minimums. Glide Slope unusable when control tower not in operation, only localizer minimums authorized during this period.

MALSR

MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct BRENZ LOM/Int and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) 257.8	121.9 239.0	121.9	122.95



Remain within 10 NM

**BRENZ LOM/INT**

1900  $\swarrow$  337° 1866


$\searrow$  157° 1900

GS 3.00°

TCH 55

2500  
↑

3500  
↷

  
**BRENZ**  
 260

MM

4.2 NM      0.4

CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	940-1	598 (600-1)	940-1½ 598 (600-1½)	940-2 598 (600-2)

**JACKSON ALTIMETER SETTING MINIMUMS**

S-ILS 16	561-½ 220 (300-½)		
S-LOC 16	780-½ 439 (500-½)	780-¾ 439 (500-¾)	780-1 439 (500-1)
CIRCLING	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	960-2 618 (700-2)

**ELEV 342**

Δ 418 ±

157° 4.6 NM from FAF

TDZE 341

397

5387 X 150

0.7% UP

3431 X 150

0.3% UP

Δ 358 ±

368 ± Δ

413 ±

34

376

REIL Rwy 34 Δ

HIRL Rwy 16-34 0

MIRL Rwy 11-29 Δ 368 ±

**FAF to MAP 4.6 NM**

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-4.17 DEC 2009 to 14 JAN 2010

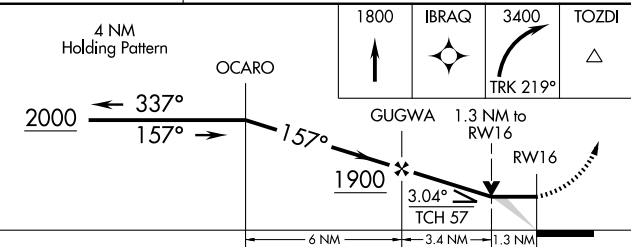
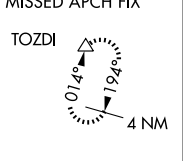
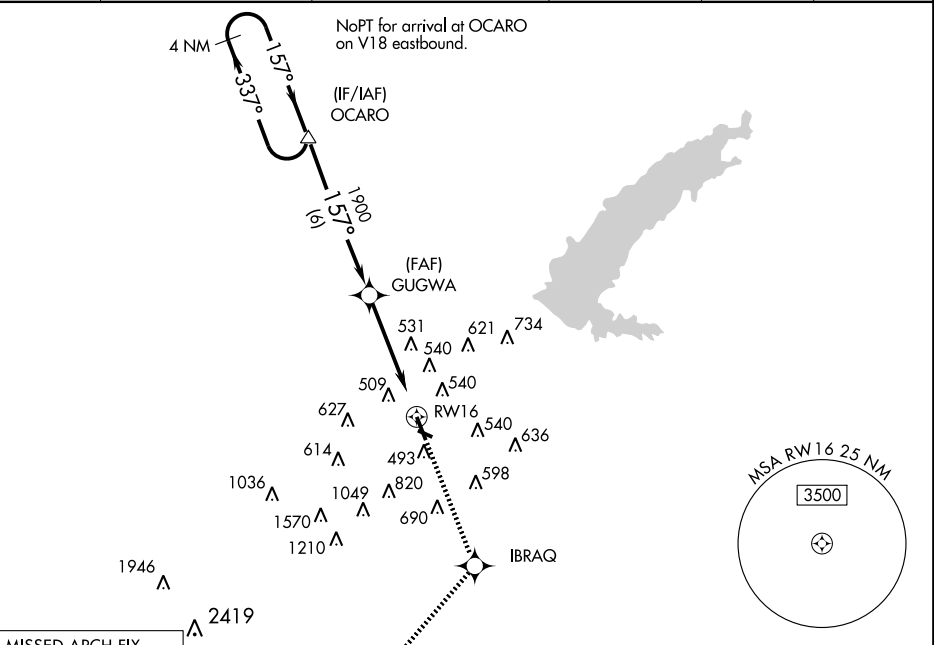
APP CRS	Rwy Idg	5387
157°	TDZE	341
	Apt Elev	341

RNAV (GPS) RWY 16

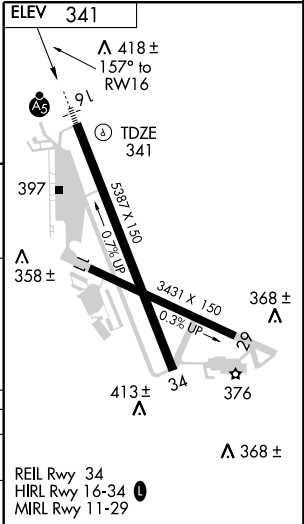
JACKSON/ HAWKINS FIELD (HKS)

<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet.</p> <p>▲ VDP NA when using Jackson-Evers Intl altimeter setting.</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 1800 direct IBRAQ then climbing right turn to 3400 via 219° track to TOZDI and hold.</p>
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ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) 0 257.8	121.9 239.0	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	800-1/2	459 (500-1/2)	800-3/4	800-1
CIRCLING	840-1	498 (500-1)	840-1 1/2	900-2



Rwy Idg	<b>5387</b>
TDZE	<b>322</b>
Apt Elev	<b>342</b>

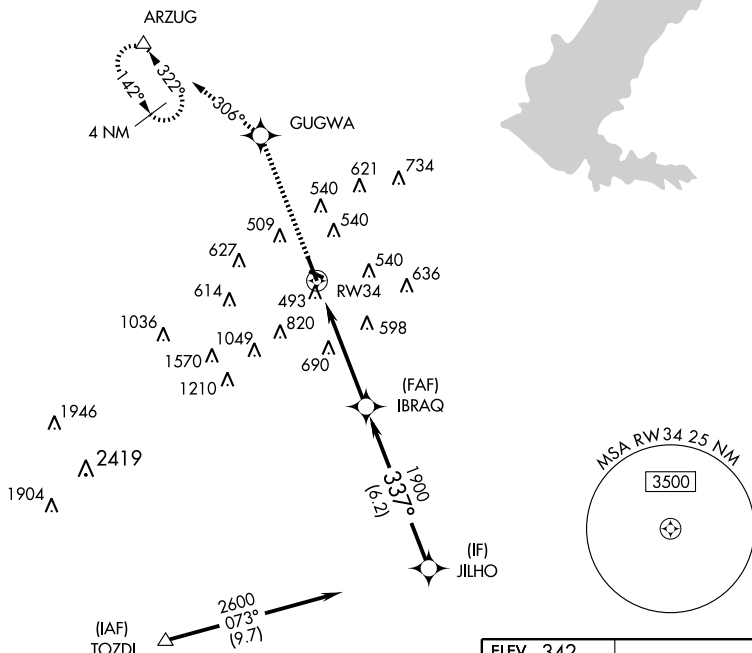
## RNAV (GPS) RWY 34

JACKSON/HAWKINS FIELD (HKS)

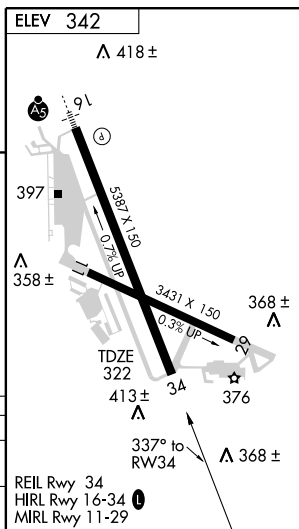
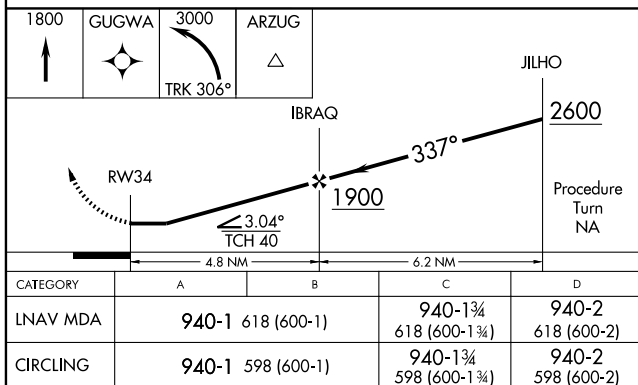
**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 1800 direct GUGWA then climbing left turn to 3000 via 306° track to ARZUG and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) 0 257.8	121.9 239.0	121.9	122.95



Procedure NA for arrivals at  
TOZDI via V557 southbound.



# AIRPORT DIAGRAM

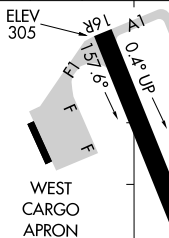
JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

AL-5132 (FAA)

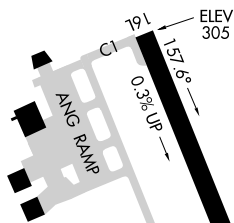
ATIS 121.05  
JACKSON TOWER ★  
120.9 352.0  
GND CON  
121.7 348.6



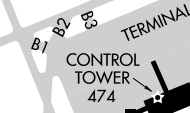
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



WEST CARGO APRON



FIRE STATION



CONTROL TOWER  
474

HOT CARGO AREA

8,500 X 150

FBO  
478

FSDO

HANGARS

GENERAL AVIATION

FIELD  
ELEV  
346

RWY 16L-34R  
S75, D200, ST175, DT390, TRT585, DDT850  
RWY 16R-34L  
S130, D140, ST175, DT250, TRT585, DDT720

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

ELEV  
329

90°05' W

90°04' W

LOC I-FRL <b><u>109.3</u></b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
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ILS or LOC RWY 34L  
JACKSON-EVERS INTL (JAN)

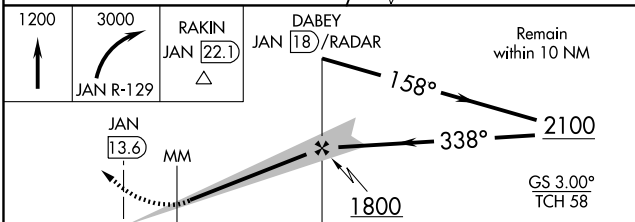
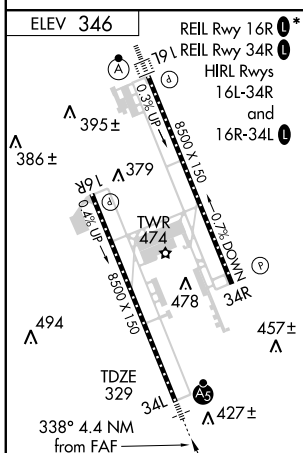
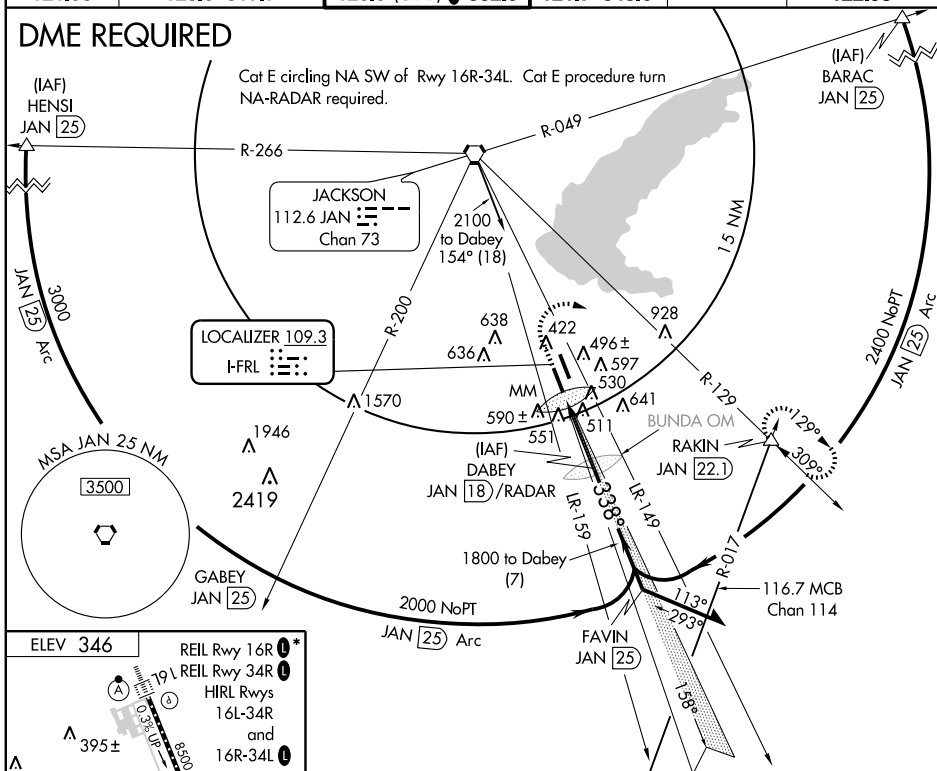
**T** When control tower closed inoperative table applies.  
**A** For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.  
 ASR

MALSR

**MISSED APPROACH:** Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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## DME REQUIRED



<div><div><div><div><div><div></div><div>TDZE 329</div></div><div><div>338° 4.4 NM from FAF</div><div>FAF to MAP 4.4 NM</div></div><div><div>34L</div><div>4.27±</div></div></div></div></div></div>							<div><div><div><div></div><div>0.4</div><div>4 NM</div></div></div></div>													
CATEGORY		A		B		C		D		E										
S-ILS 34L		529/18 200 (200-½)																		
S-LOC 34L		780/24 451 (500-½)				780/40 451 (500-¾)		780/50 451 (500-1)												
CIRCLING		840-1 494 (500-1)		880-1 534 (600-1)		880-1½ 534 (600-1½)		900-2 554 (600-2)		960-2 ½ 614 (700-2½)										
Knots	60	90	120	150	180															
Min:Sec	4:24	2:56	2:12	1:46	1:28															

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

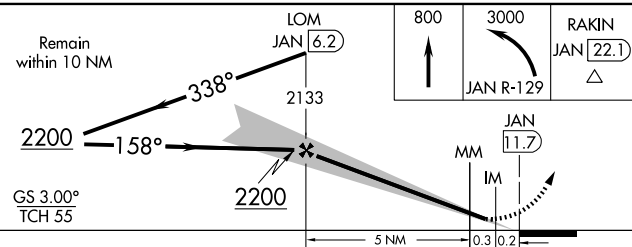
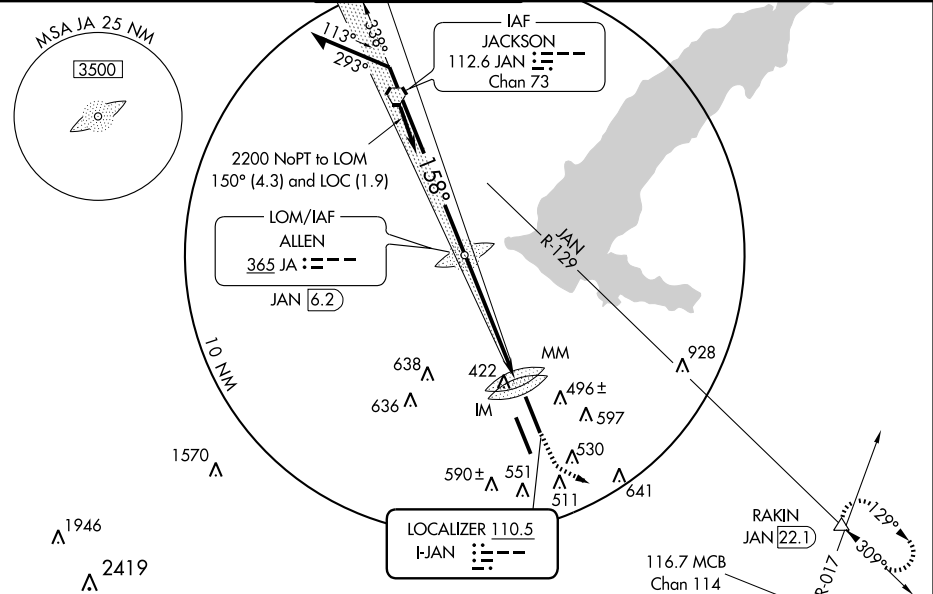
**⚠** Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

**ASR**

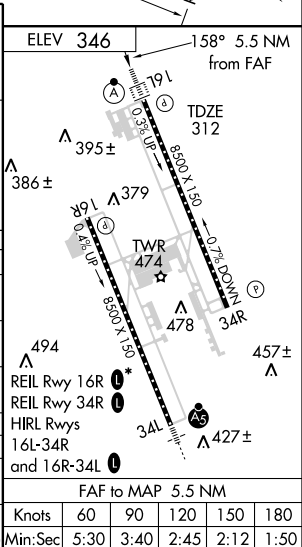
**ALSF-2**

**MISSED APPROACH:** Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) 0 352.0	121.7 348.6	120.7 0*	122.95

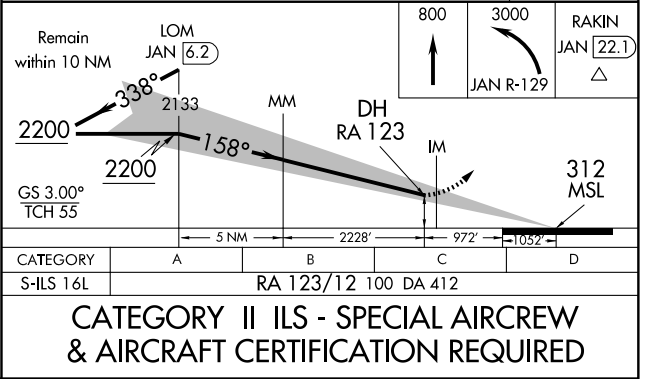
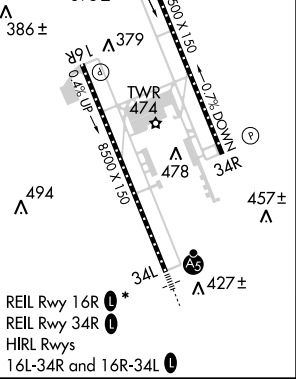
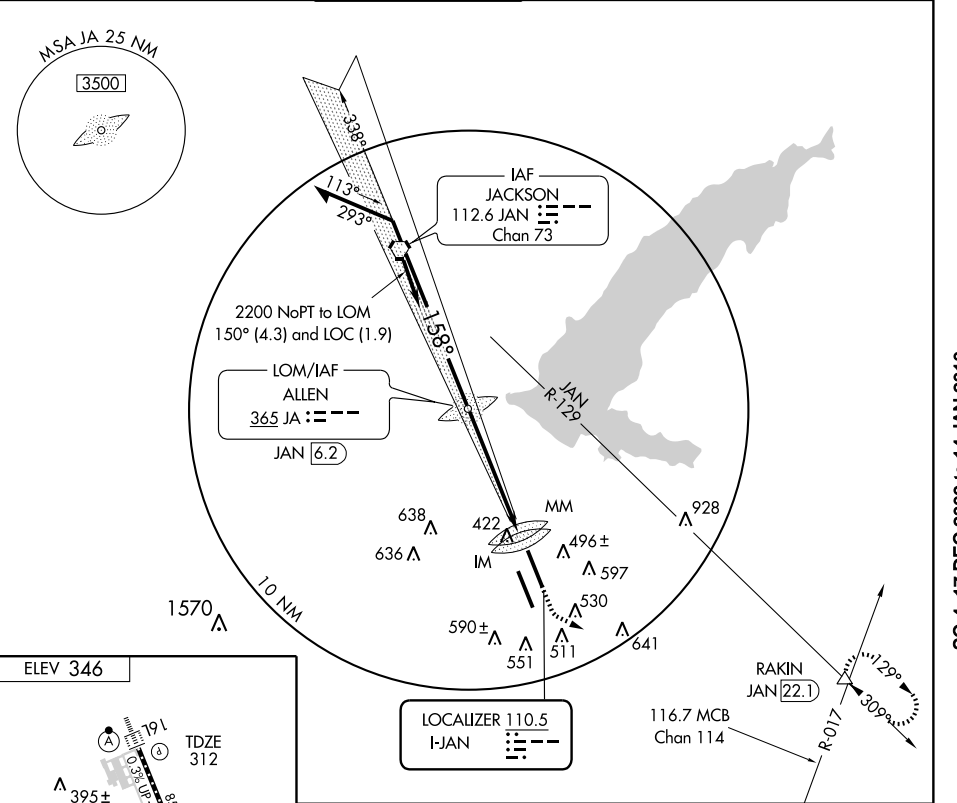


CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				512/24 200 (200-½)
S-LOC 16L	720/24 408 (400-½)		720/40 408 (400-¾)		
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾ 200 (200-¾)				
S-LOC 16L	720-1 408 (400-1)		720-1¼ 408 (400-1¼)		720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)



SC-4, 17 DEC 2009 to 14 JAN 2010

<div><div><div>V</div><div>ASR</div></div><div>When Control Tower closed Cat II not authorized.</div></div>		<div><div>ALSF-2</div><div><div><div>A</div><div></div></div></div></div>	<div>MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.</div>		
<div>ATIS 121.05</div>	<div>JACKSON APP CON★ 123.9 317.7</div>	<div>JACKSON TOWER★ 120.9 (CTAF) 0 352.0</div>	<div>GND CON 121.7 348.6</div>	<div>120.7 0*</div>	<div>UNICOM 122.95</div>





LOC I-JAN <b><u>110.5</u></b>	APP CRS <b>158°</b>	Rwy Idg <b>8500</b> TDZE <b>312</b> Apt Elev <b>346</b>
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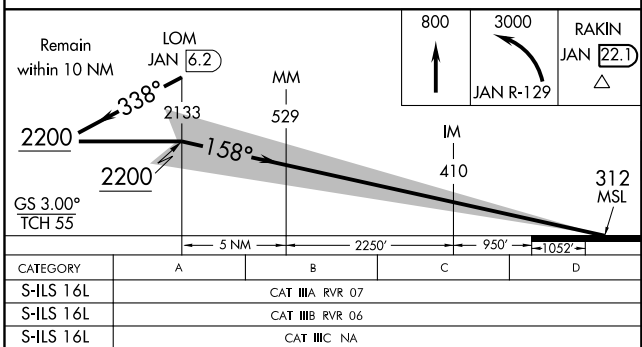
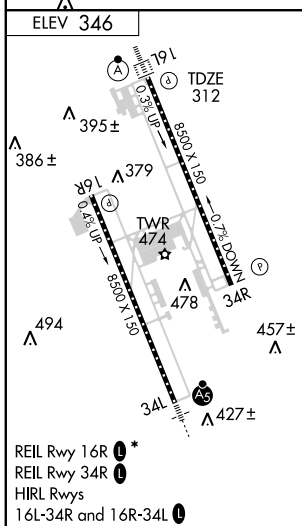
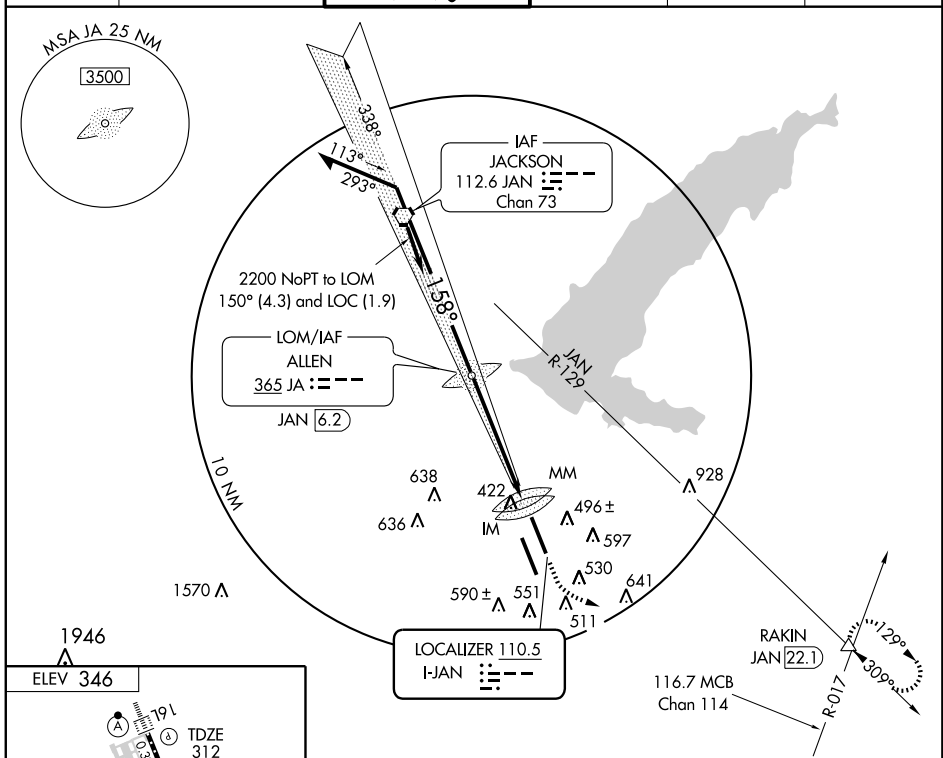
ILS RWY 16L (CAT III)  
JACKSON-EVERS INTL (JAN)

**T** When Control Tower closed Cat IIIA and Cat IIIB not authorized.



**MISSED APPROACH:** Climb to 800 then climbing left turn 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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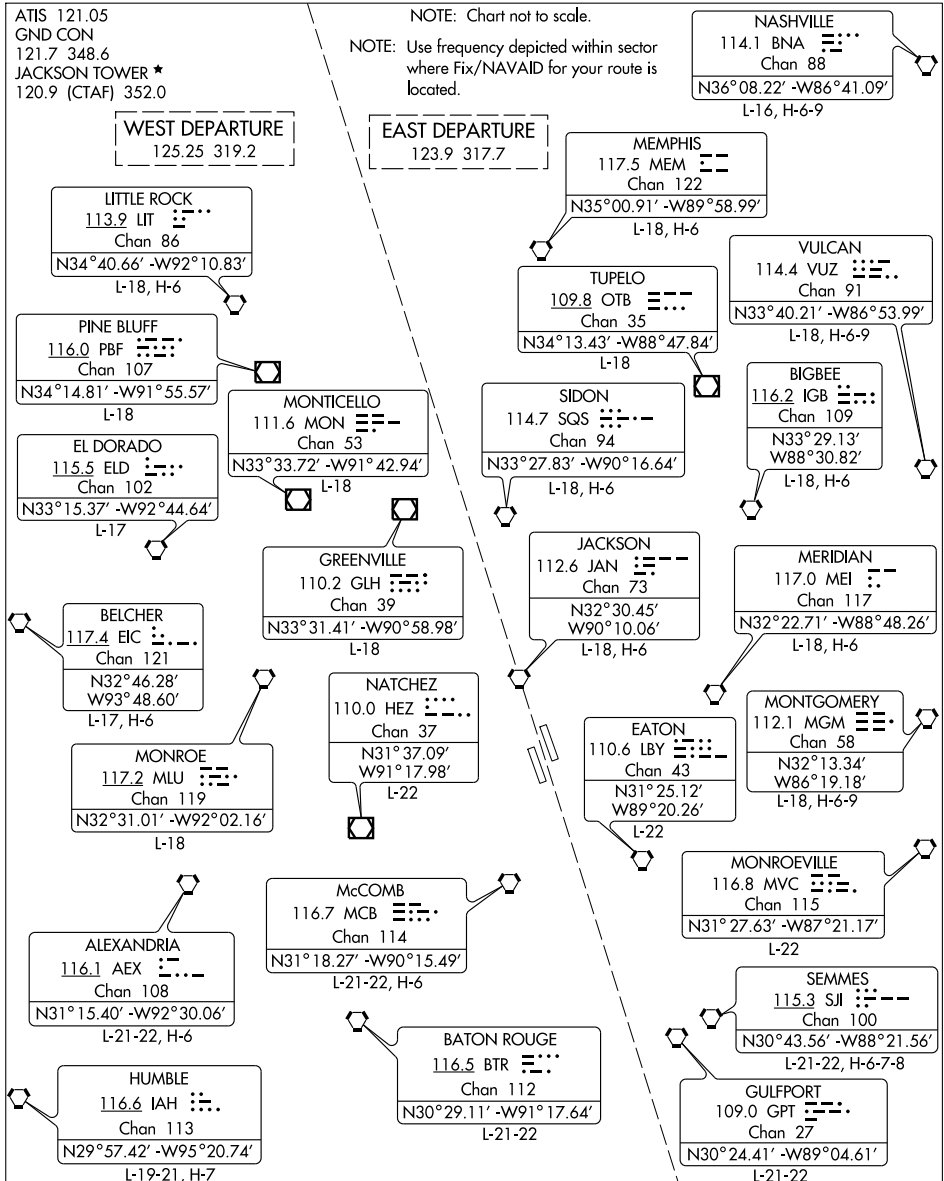
CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

## JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)

JACKSON, MISSISSIPPI



## DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000' or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

WAAS

CH 72911

W16A

APP CRS

158°

Rwy Idg

8500

TDZE

312

Apt Elev

346

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPYPY and hold.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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4 NM Holding Pattern KAYER		VGSI and RNAV glidepath not coincident.		3000	MASPYPY		
3000		HARAG		*1.2 NM to RWY 16L	*RNAV only		
GS 3.00° TCH 55		2200		RWY 16L			
6.1 NM		4.5 NM		1.2 NM			
CATEGORY	A	B	C	D			
LPV DA	512/24 200 (200-1/2)						
LNAV/VNAV DA	724/50 412 (400-1)						
LNAV MDA	760/24 448 (500-1/2)		760/40 448 (500-3/4)		760/50 448 (500-1)		
CIRCLING	840-1 494 (500-1)		880-1 534 (600-1)		880-1/2 900-2 554 (600-2)		

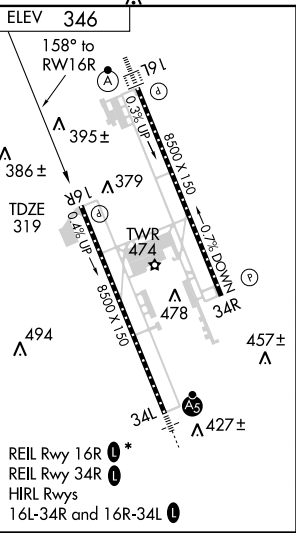
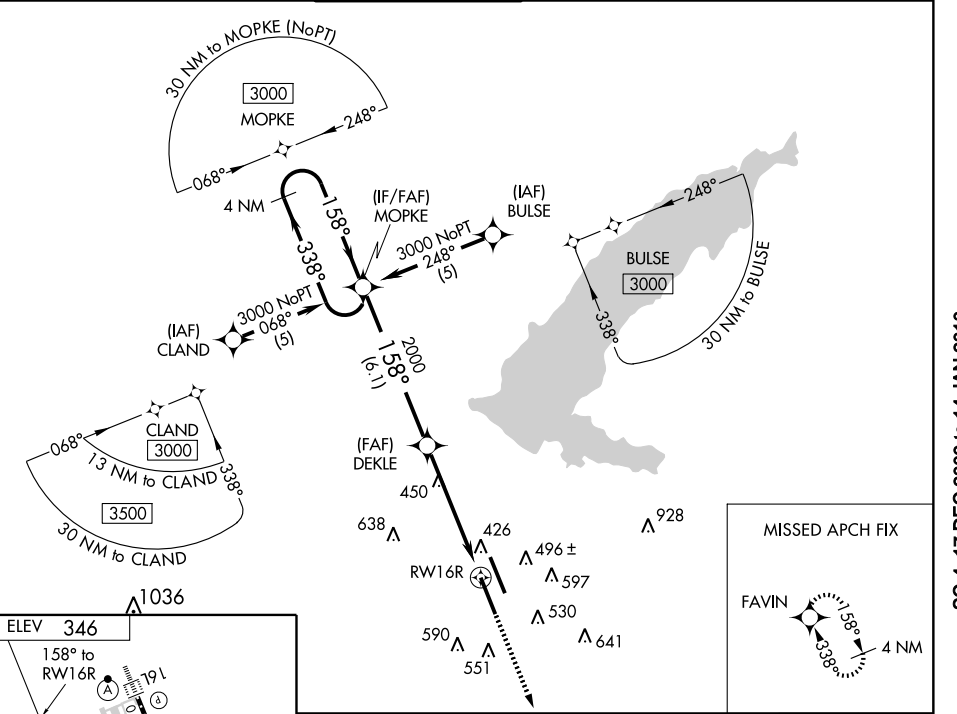
SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>49211</b> <b>W16B</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>319</b> <b>346</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all ASR DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0 *</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern MOPKE VGSi and RNAV glidepath not coincident.				
3000 ← 338° 158° → 2000				
GS 3.00° TCH 55				
6.1 NM 4 NM 1.1				
CATEGORY	A	B	C	D
LPV DA	656-1¼ 337 (400-1¼)			
LNAV/VNAV DA	758-1½ 439 (500-1½)			
LNAV MDA	720-1 401 (400-1)		720-1¼ 401 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

WAAS CH <b>61301</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
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RNAV (GPS) RWY 34L  
JACKSON-EVERS INTL (JAN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

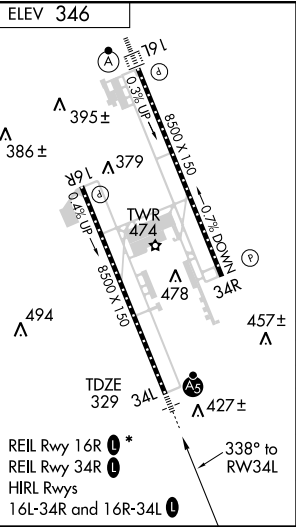
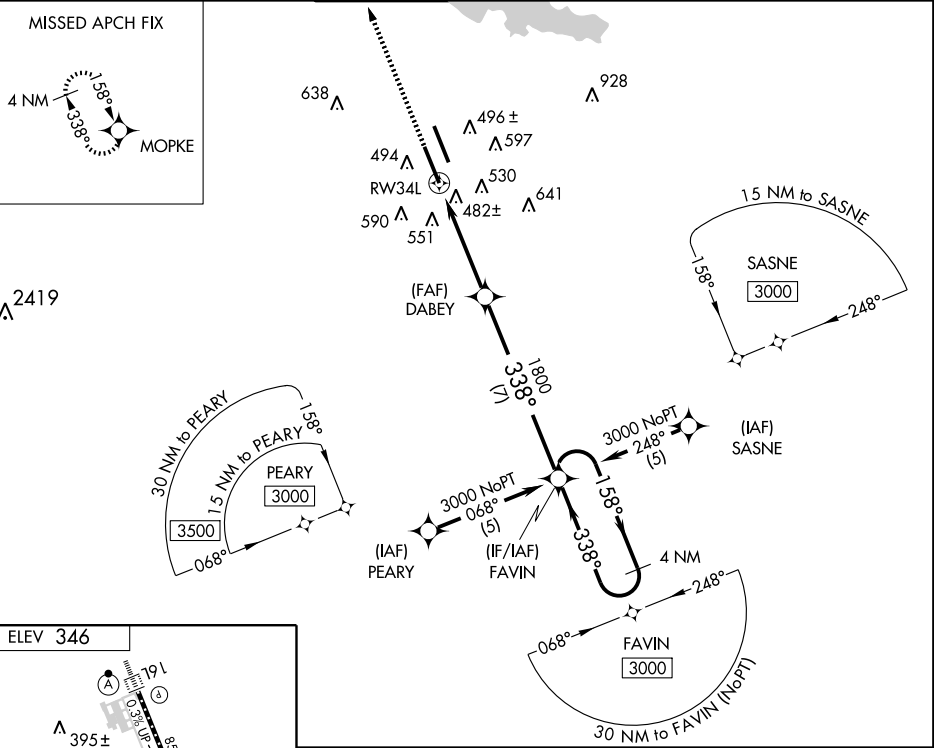
**▲** VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

ASR When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

MALSR

MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
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	3000	MOPKE	*LNAV only	
				FAVIN Holding Pattern
				4 NM
				158° → 3000
				← 338°
				GS 3.00° TCH 58
CATEGORY	A	B	C	D
LPV DA		529/24	200 (200-1/2)	
LNAV/VNAV DA		875-1 1/2	546 (600-1 1/2)	
LNAV MDA	780/24	451 (500-1/2)	780/40	780/50
			451 (500-3/4)	451 (500-1)
CIRCLING	840-1	880-1	880-1 1/2	900-2
	494 (500-1)	534 (600-1)	534 (600-1 1/2)	554 (600-2)

WAAS CH <b>45811</b> <b>W34B</b>	APP CRS <b>338°</b>	Rwy Idg <b>8500</b> TDZE <b>346</b> Apt Elev <b>346</b>
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## RNAV (GPS) RWY 34R

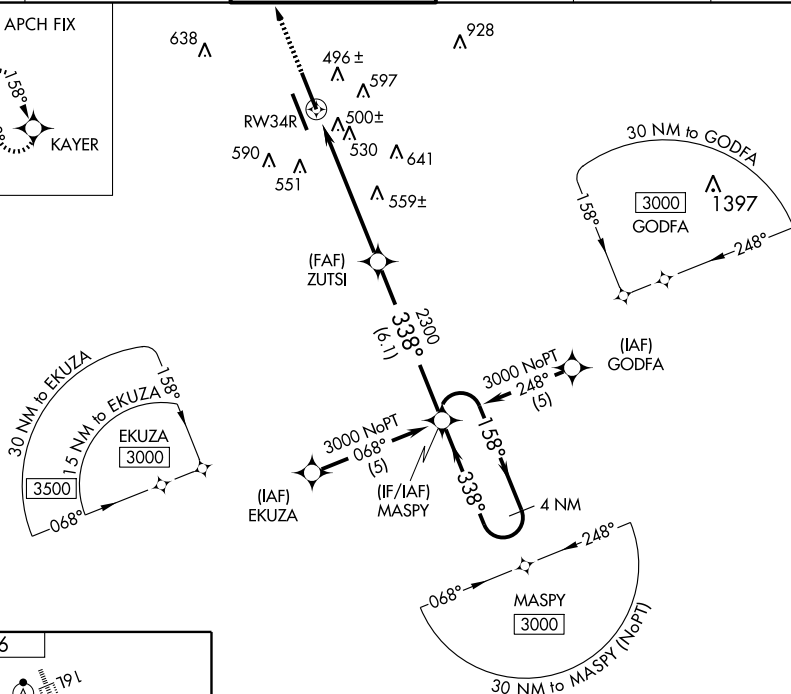
JACKSON-EVERS INTL (JAN)

- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

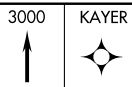
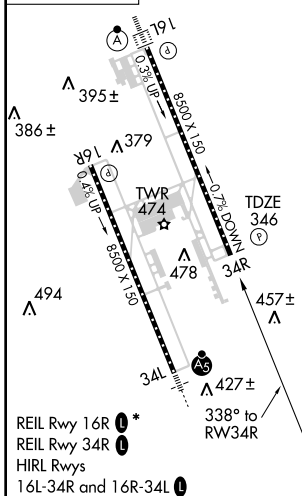
MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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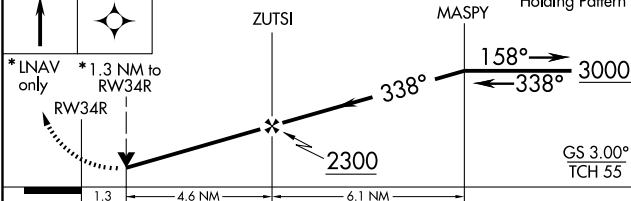
MISSED APCH FIX



ELEV	346
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VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	738/60 392 (400-1¼)			
INAV/ VNAV DA	846-1¾ 500 (500-1¾)			
INAV MDA	820/50 474 (500-1)	820/60 474 (500-1¼)	820-1½ 474 (500-1½)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

VORTAC JAN <b>112.6</b> Chan <b>73</b>	APCH CRS <b>152°</b>	Rwy Idg <b>8500</b> TDZE <b>311</b> Arpt Elev <b>346</b>
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AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

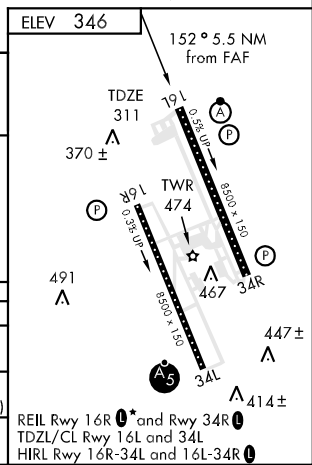
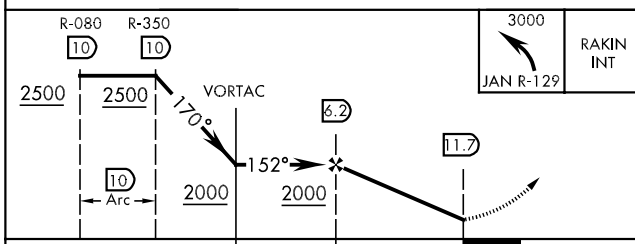
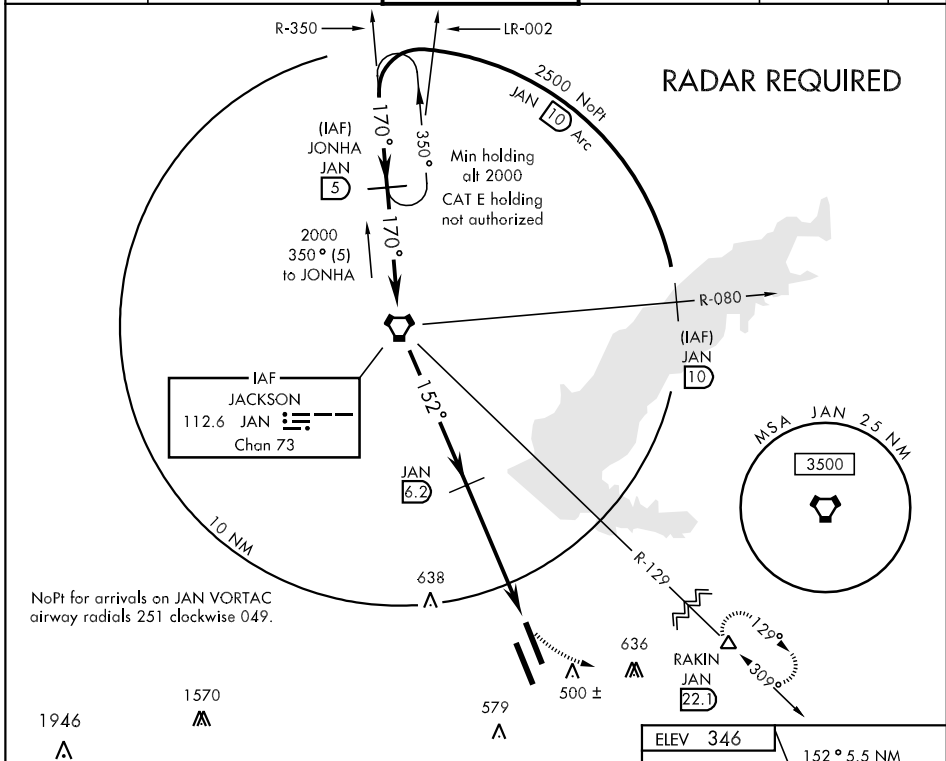


\* CAT E circling not authorized SW of Rwy 16R-34L.  
\*\* When ALS inop, increase CAT E vis to 1½ miles.



**MISSED APPROACH:** Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	ASR
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	← 6.2 NM →		← 5.5 NM →			
CATEGORY	A	B	C	D	E	
S-16L	740/24 429 (400-½)		740/40 429 (400-¾)	740/50 429 (400-1)		
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-½)	900-2 554 (600-2)	940-2 594 (600-2)	
S-ASR 16L**	740/24 429 (500-½)		740/40 429 (500-¾)	740/50 429 (500-1)		

VORTAC JAN  
112.6  
Chan 73

APCH CR  
155°

Rwy Idg	8500
TDZE	319
Arpt Elev	346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)



\* CAT E circling not authorized SW of Rwy 16R-34L.

**MISSED APPROACH:** Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05

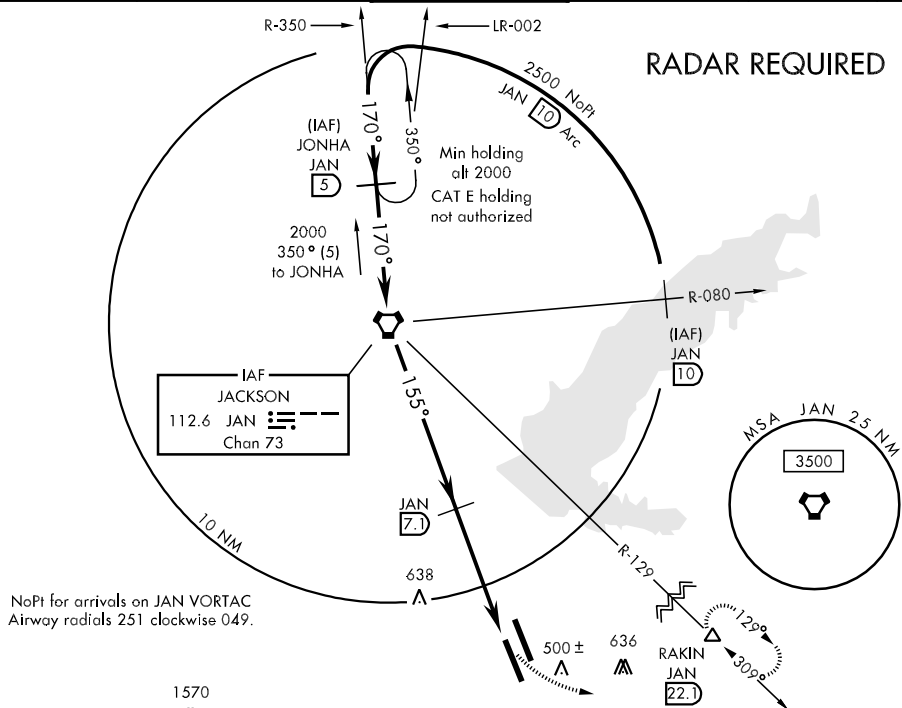
JACKSON APP CON  
123.9 317.7

JACKSON TOWER  
120.9 (CTAF) **Q** 352.0

GND CON  
121.7 348.6

120.70\*

ASR

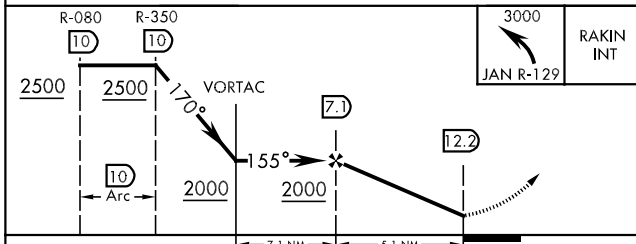


NoPt for arrivals on JAN VORTAC  
Airway radials 251 clockwise 049.

1946  
A

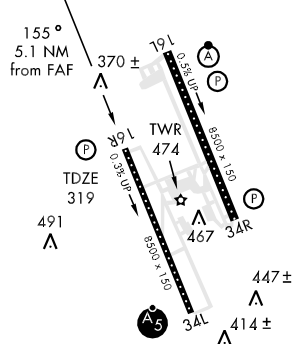
1570  
A

579  
Λ



CATEGORY	A	B	C	D	E
S-16R	760-1 441 (500-1)	760-1¼ 441 (500-1½)	760-1½ 441 (500-1½)		
CIRCLING *	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16R	740-1 421 (500-1)	740-1¼ 421 (500-1¼)	740-1½ 421 (500-1½)	740-1½ 421 (500-1½)	

ELEV 346



REIL Rwy 16R **L**\* and Rwy 34R **L**  
 TDZL/CL Rwy 16L and 34L  
 HIRL Rwy 16R-34L and 16L-34R **L**



VORTAC JAN  
112.6  
Chan 73

APCH CRS  
335°

Rwy Idg  
8500  
TDZE  
329  
Arpt Elev  
346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

When local altimeter setting not received, use Hawkins  
Field altimeter setting and increase all MDA 20 feet and  
increase S-34L CATS D and E visibility  $\frac{1}{4}$  mile.



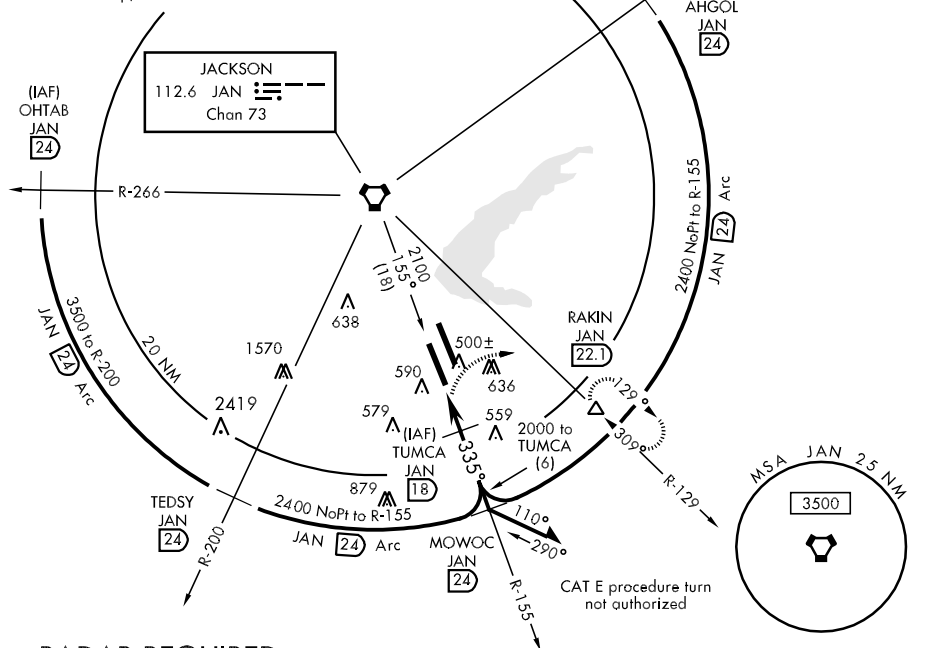
MISSED APPROACH: Climbing right turn to 3000 via heading  
100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME  
and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.70*	ASR
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When MALSR inop, increase CAT E  $\frac{1}{2}$  mile.

\* CAT E circling not authorized SW of Rwy 16R-34L.

\*\* When ALS inop, increase CAT E vis to  $1\frac{1}{2}$  miles.



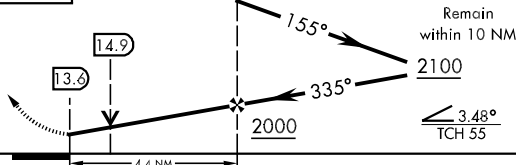
## RADAR REQUIRED

3000  
hdg.  
100°  
JAN R-129

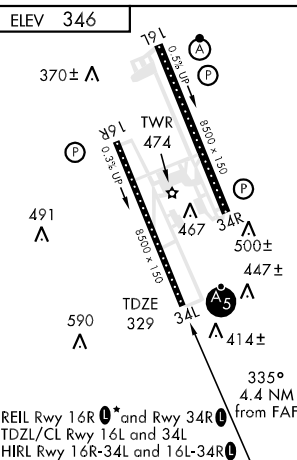
RAKIN  
JAN  
22.1

TUMCA R-155  
18

VDP NA when using Hawkins  
Field altimeter setting.



CATEGORY	A	B	C	D	E
S-34L	840/24 511 (500- $\frac{1}{2}$ )		840/50 511 (500-1)		840/60 511 (500- $\frac{1}{4}$ )
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1 $\frac{1}{2}$ 534 (600- $\frac{1}{2}$ )	900-2 554 (600-2)	960-2 $\frac{1}{4}$ 614 (700-2 $\frac{1}{4}$ )
S-ASR 34L**	800- $\frac{1}{2}$ 472 (500- $\frac{1}{2}$ )		800- $\frac{3}{4}$ 472 (500- $\frac{3}{4}$ )	800-1 472 (500-1)	800-1 $\frac{1}{4}$ 472 (500- $\frac{1}{4}$ )



VORTAC JAN  
112.6  
Chn 73

APCH CR  
**332°**

Rwy Idg	8500
TDZE	346
Arpt Elev	346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)



\* CAT E circling not authorized SW of Rwy 16R-34L.

**MISSED APPROACH:** Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05

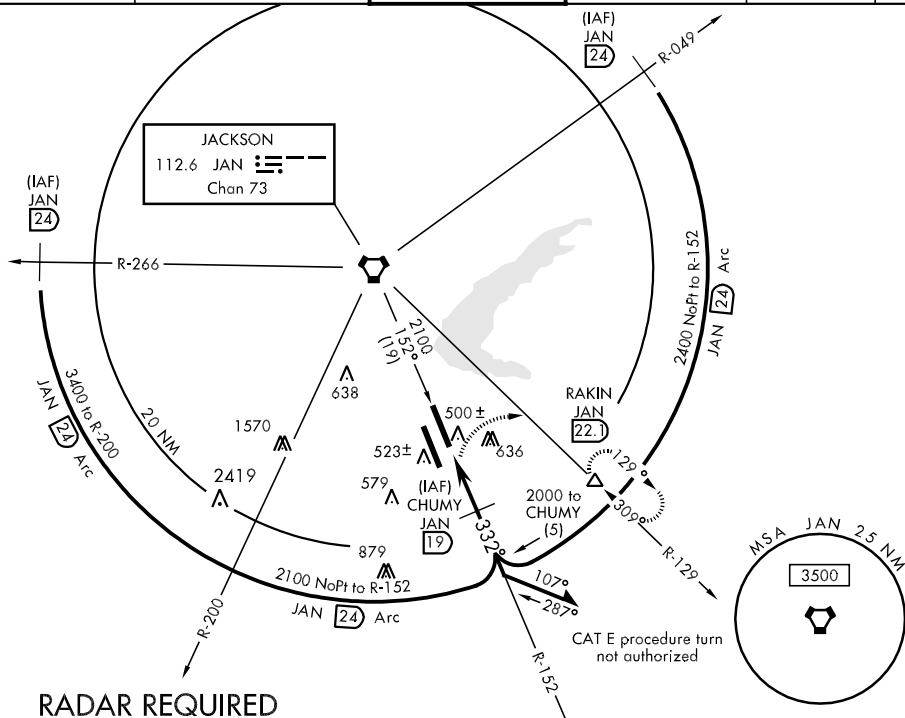
JACKSON APP CON  
123.9 317.7

JACKSON TOWER  
120.9 (CTAF) **L** 352.0

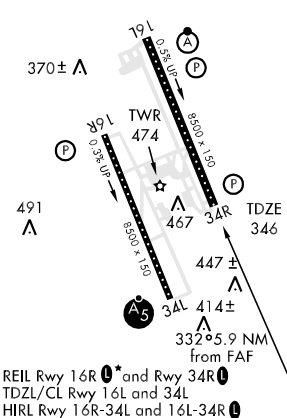
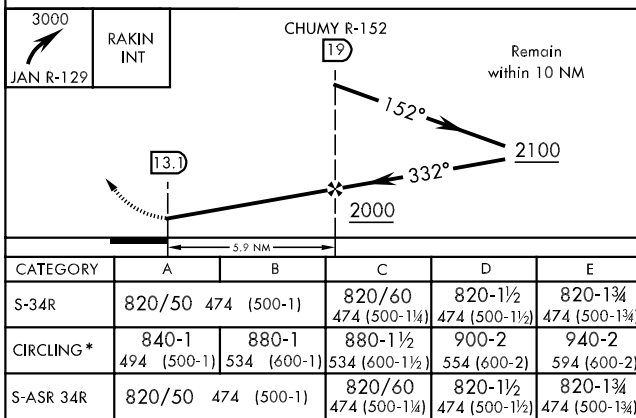
GND CON  
121.7 348.6

120.7 L

ASR



ELEV 346



APP CRS	Rwy Idg	5000
137°	TDZE	480
	Apt Elev	480

RNAV (GPS) RWY 14

KOSCIUSKO-ATTALA COUNTY (OSX)

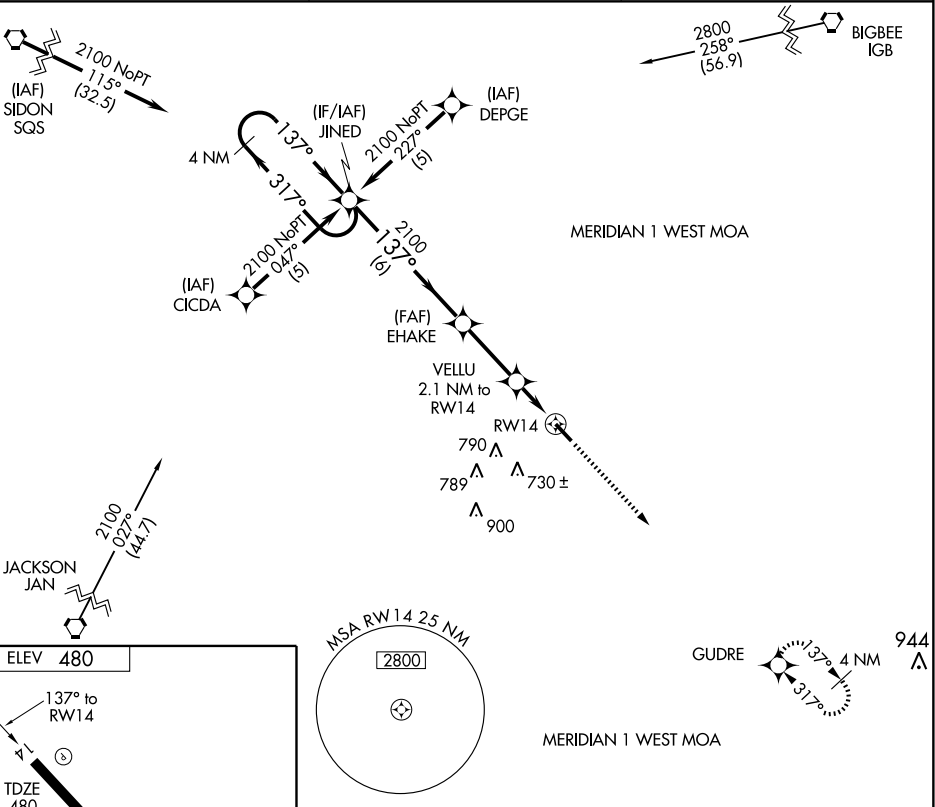
▼

NA

DME/DME RNP-0.3 NA. Procedure not authorized at night.  
Use Philadelphia altimeter setting; if not received, use  
Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9 0
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ELEV 480

137° to RW14

TDZE 480

5000 x 75

521

32

MIRL Rwy 14-32 0

4 NM Holding Pattern				
JINED				
EHAKE				
2100 ← 317° 137° →				
2100				
3.04° TCH 45				
1180				
RW14				
2.1 NM				
2.8 NM				
6 NM				
CATEGORY	A	B	C	D
LNAB MDA	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	NA
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA

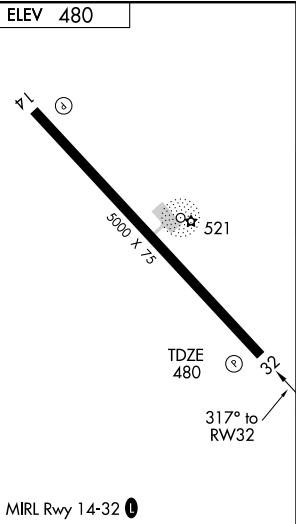
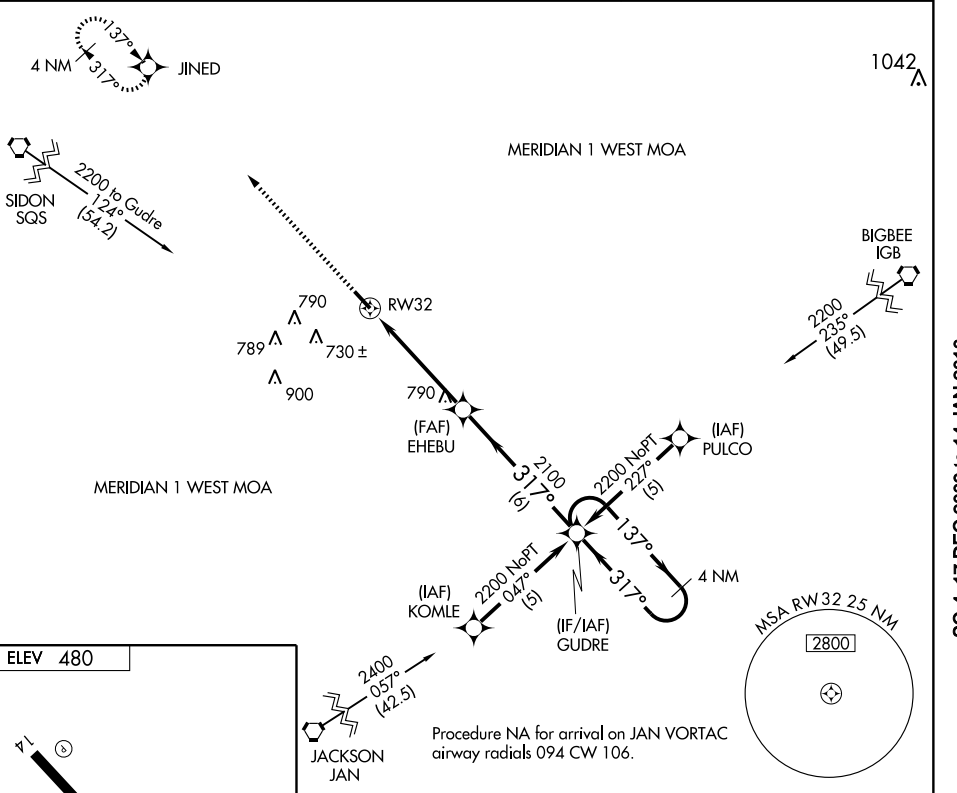
▼

▲ NA

DME/DME RNP-0.3 NA. Procedure not authorized at night.  
Use Philadelphia altimeter setting; if not received, use  
Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED  
and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9
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	2100	JINED					
	↑	✧					
			EHEBU	GUDRE	4 NM Holding Pattern		
			317°	137° →	← 317°	2200	
			3.04°				
			TCH 45				
			4.9 NM	6 NM			
CATEGORY	A	B	C	D			
LNAB MDA	960-1	480 (500-1)	960-1¼ 480 (500-1¼)	NA			
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA			

NDB RWY 13

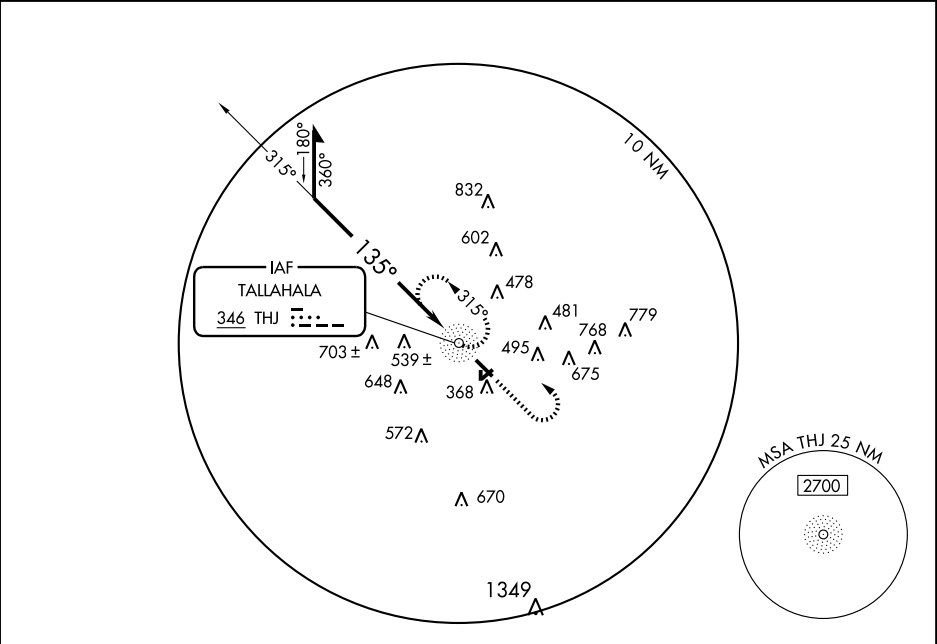
LAUREL/HESLER-NOBLE FIELD (LUL)

NDB THJ	APP CRS	Rwy Idg	5513
346	135°	TDZE	238
		Apt Elev	238

  
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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Remain within 10 NM

2000

NDB

1500

2000

THJ 346

ELEV 238

135°

TDZE 238

319

304

5513 X 150

31

362

CATEGORY	A	B	C	D
S-13	900-1	662 (700-1)	900-1 3/4 662 (700-1 3/4)	900-2 662 (700-2)
CIRCLING	900-1	662 (700-1)	900-1 3/4 662 (700-1 3/4)	900-2 662 (700-2)

REIL Rwy 13 0  
HIRL Rwy 13-31 0

WAAS CH <b>45704</b> <b>W13A</b>	APP CRS <b>135°</b>	Rwy Idg <b>5513</b> TDZE <b>238</b> Apt Elev <b>238</b>
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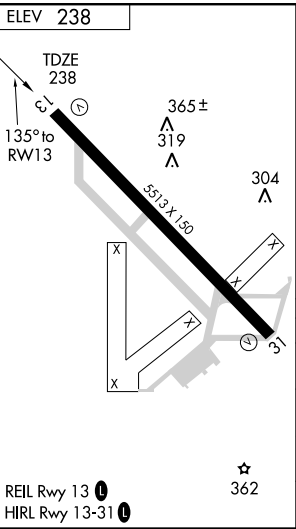
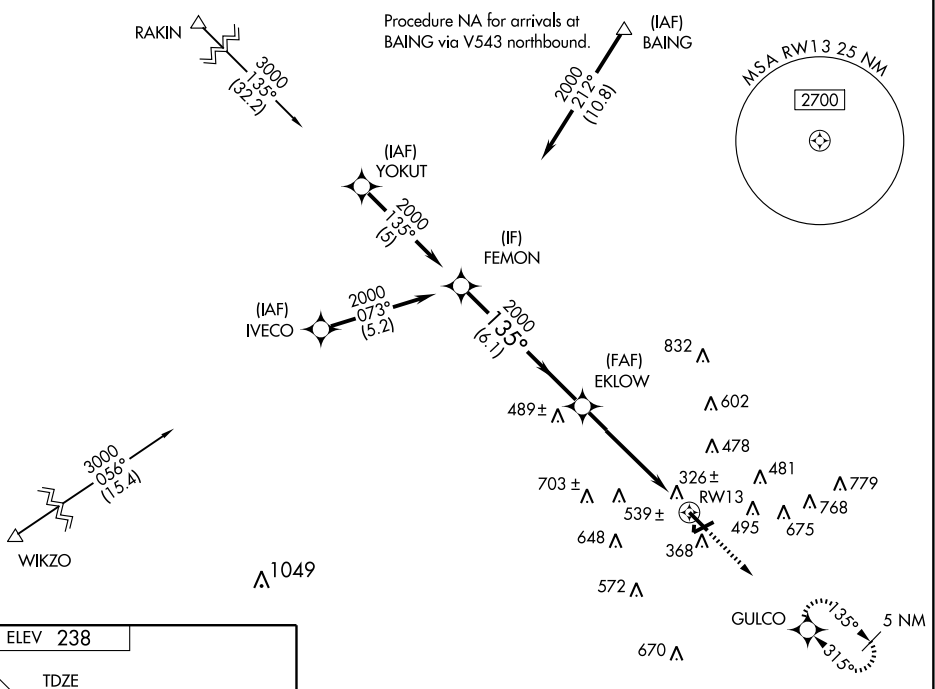
# RNAV (GPS) RWY 13

LAUREL/HESLER-NOBEL FIELD (LUL)

**NA** If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct GULCO and hold.

AWOS-3 <b>119.275</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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VGSI and RNAV glidepath not coincident.			
CATEGORY	A	B	C
LPV DA	581-1¼ 343 (400-1¼)		
LNAV/VNAV DA	623-1½ 385 (400-1½)		
LNAV MDA	620-1 382 (400-1)		
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)
			800-2 562 (600-2)

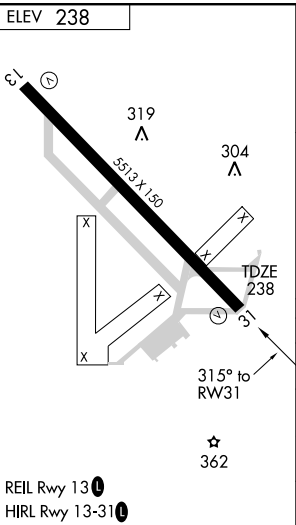
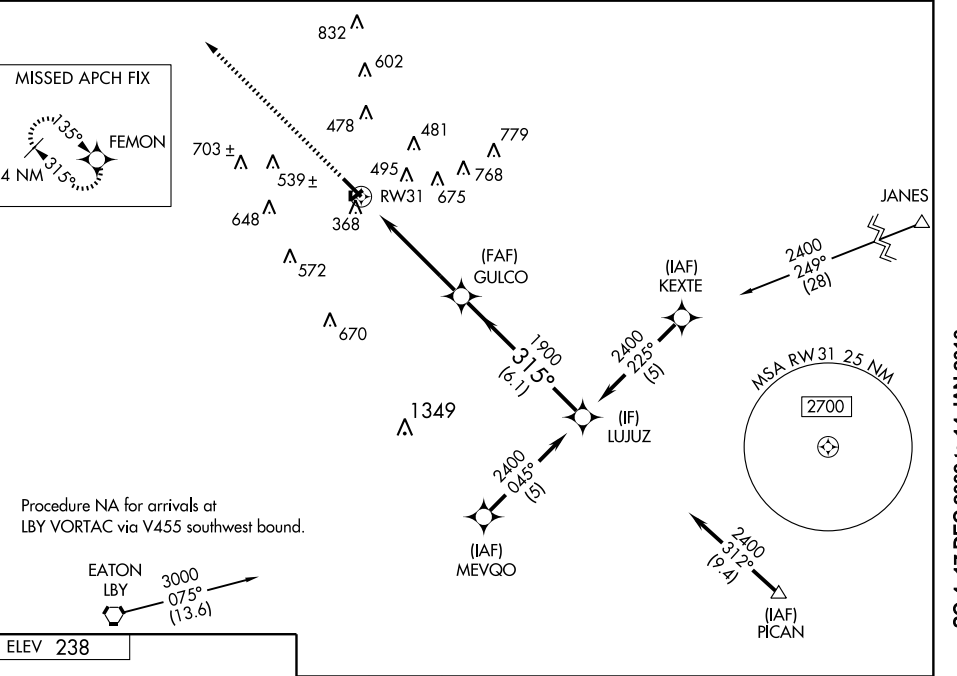
WAAS	APP CRS	Rwy Idg	5513
CH 86404	315°	TDZE	238
W31A		Apt Elev	238

**⚠** If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**⚠ NA** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct FEMON and hold.

AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) <b>0</b>
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VGSi and RNAV glidepath not coincident.				
3000 FEMON		LUJUZ		
* LNAV only.		GULCO		
RW31		2400		
1.1 NM		3.9 NM		
* 1.1 NM to RW31		6.1 NM		
Procedure Turn NA		GS 3.00° TCH 40		
CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

▼

NA

When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

CATEGORY	A	B	C	D
CIRCLING	820-1 582 (600-1)	820-1½ 582 (600-1½)	820-2 582 (600-2)	

REIL Rwy 13-3  
HIRL Rwy 13-3

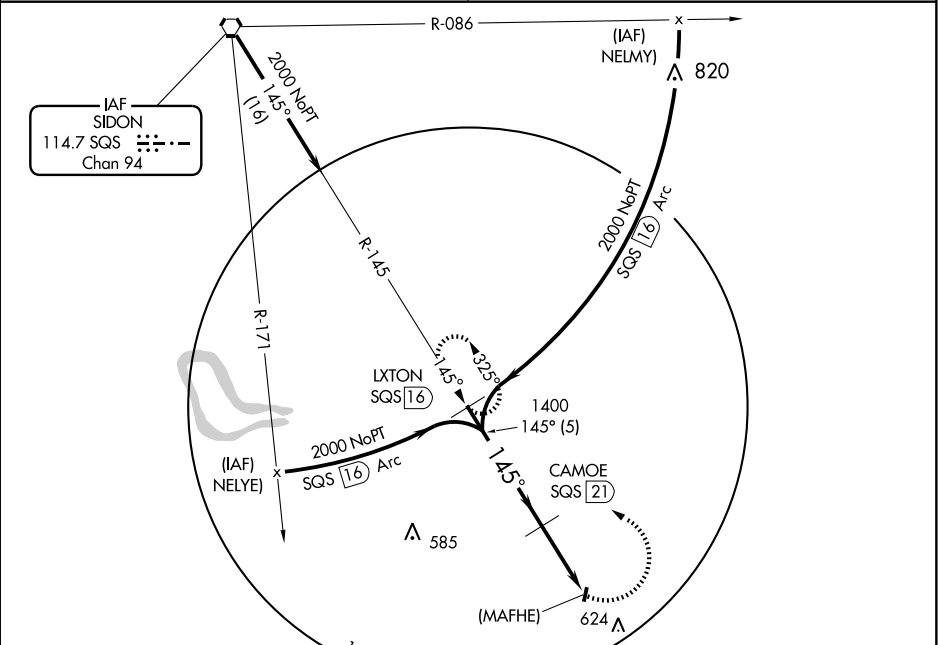
SC-4, 17 DEC 2009 to 14 JAN 2010



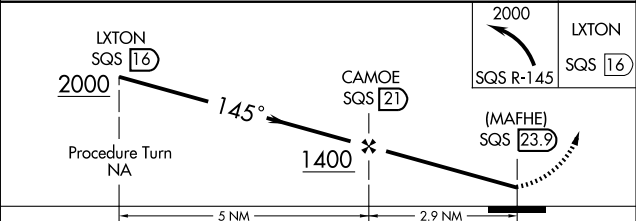
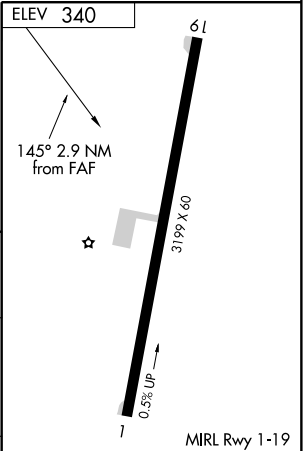
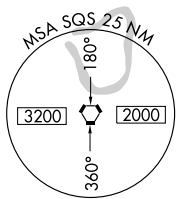
VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev <b>340</b>	<b>N/A</b> <b>N/A</b> <b>340</b>
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VOR/DME or GPS-A  
LEXINGTON/ C.A. MOORE (19M)

<p><b>▼</b> Use Greenwood FSS altimeter setting.</p> <p><b>▲</b> NA</p>	MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.
MEMPHIS CENTER <b>132.5 259.1</b>	CTAF <b>122.9</b>



IAF  
SIDON  
114.7 SQS  
Chan 94



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA	Min:Sec					

GPS RWY 17

LOUISVILLE-WINSTON COUNTY (LMS)

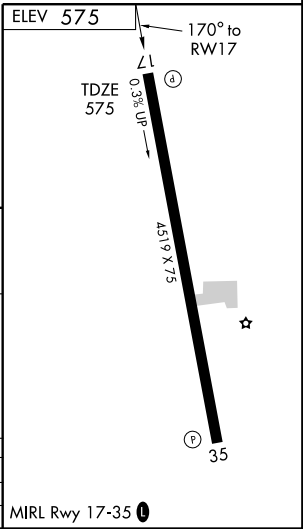
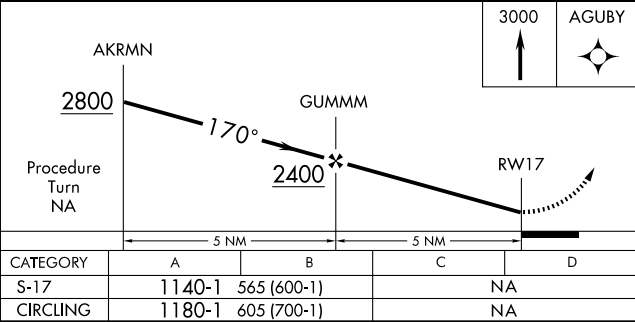
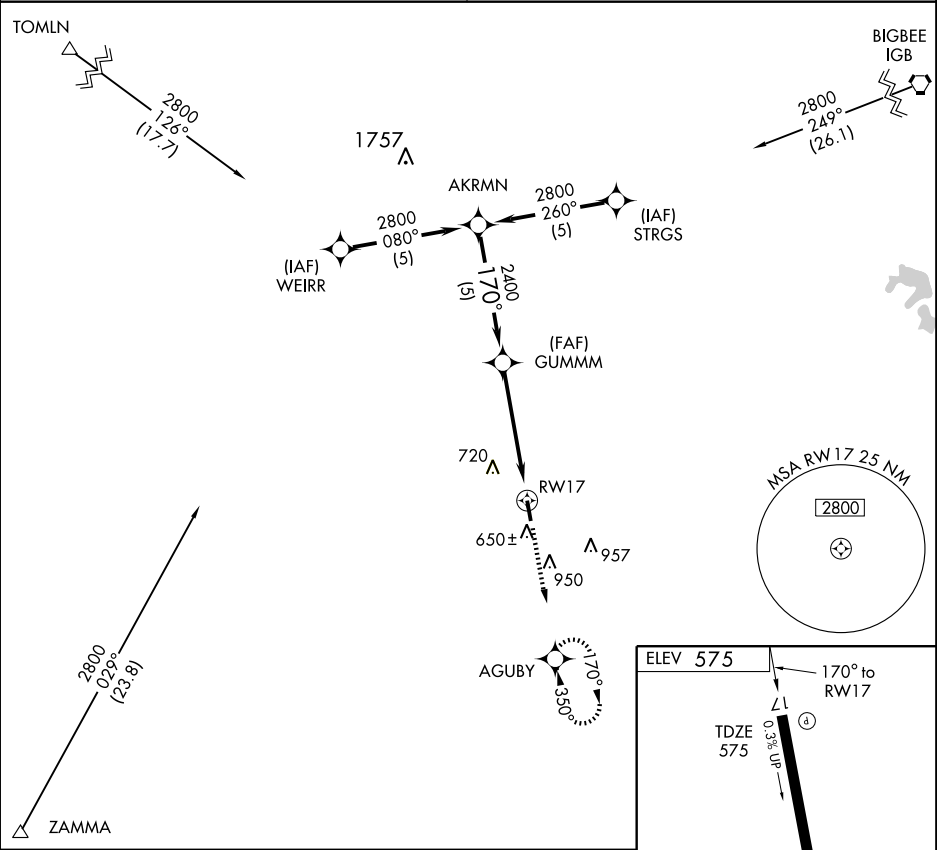
APP CRS	Rwy Idg	4519
170°	TDZE	575
	Apt Elev	575

Use Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

MEMPHIS CENTER
132.75 263.0

UNICOM
122.7 (CTAF)



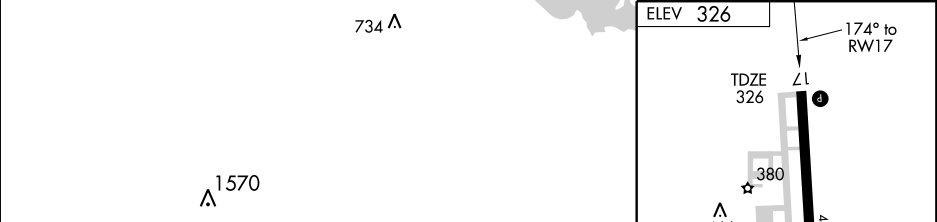
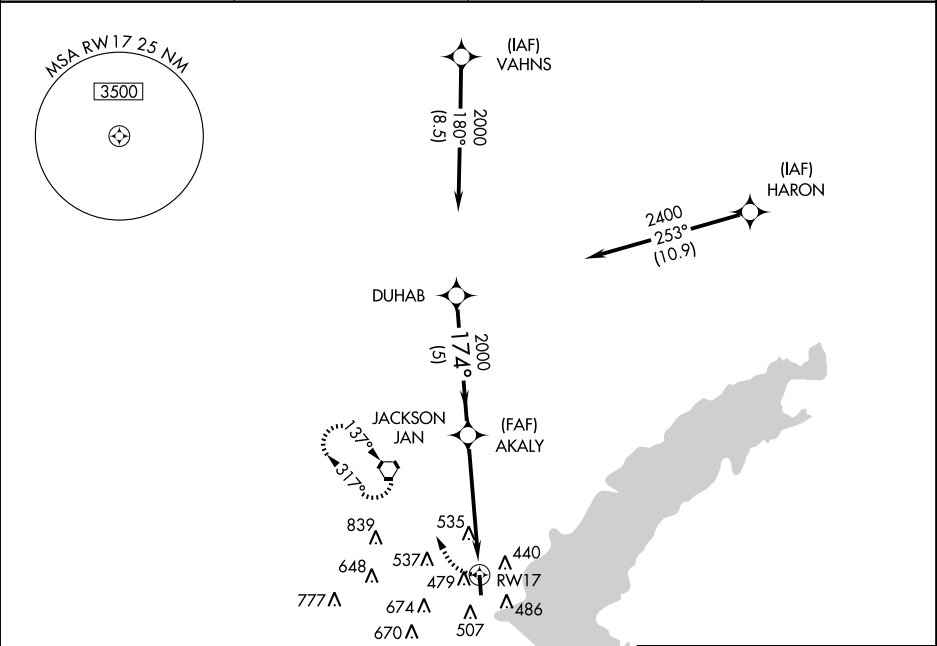
APP CRS	Rwy Idg	4444
174°	TDZE	326
	Apt Elev	326

GPS RWY 17

MADISON/ BRUCE CAMPBELL FIELD (MBO)

 NA	Use Jackson altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.
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AWOS-3 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 
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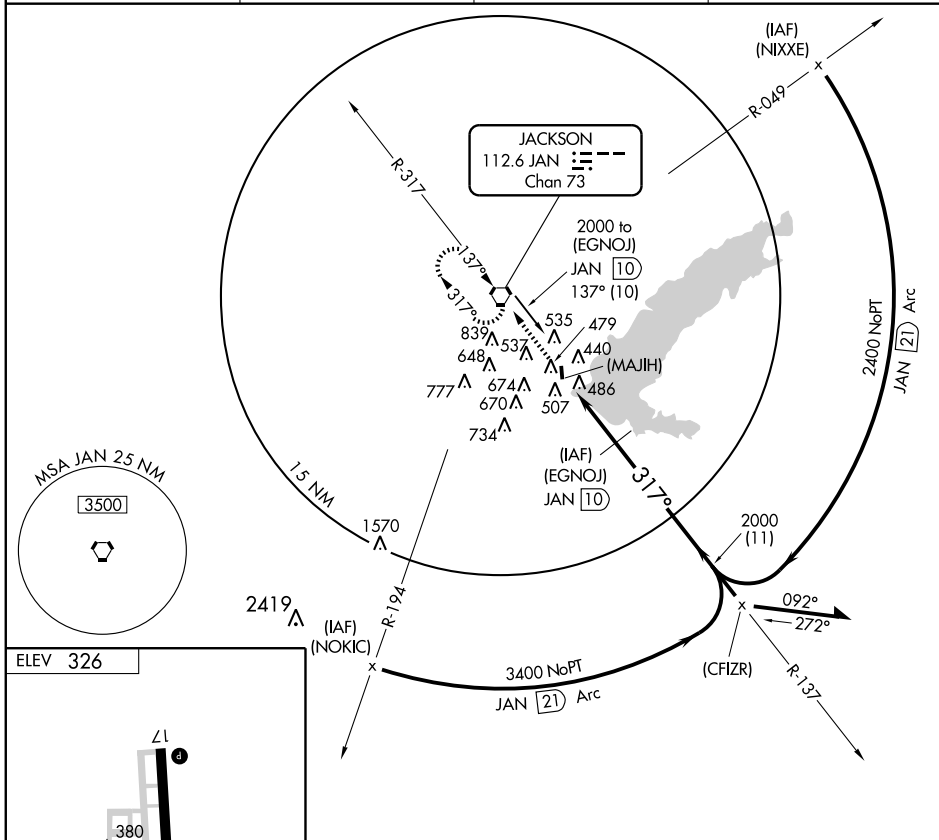
DUHAB		AKALY		2000	JAN
2000		2000		174°	112.6
Procedure Turn		NA		174°	RW17
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-17	860-1	534 (600-1)	920-1	NA	
CIRCLING	860-1	920-1	594 (600-1)	NA	
	534 (600-1)	594 (600-1)			

MIRL Rwy 17-35 

AL-5164 (FAA)

VOR/DME or GPS-B  
MADISON/ BRUCE CAMPBELL FIELD (MBO)

**MISSED APPROACH:** Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**

(EGNOJ)  
JAN 10

Remain within 10 NM

137°

317°

2000

2000

CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)



MIRL Rwy 17-35 **L**

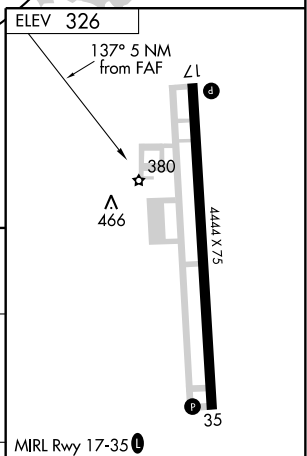
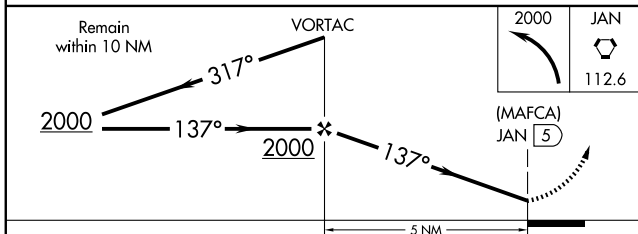
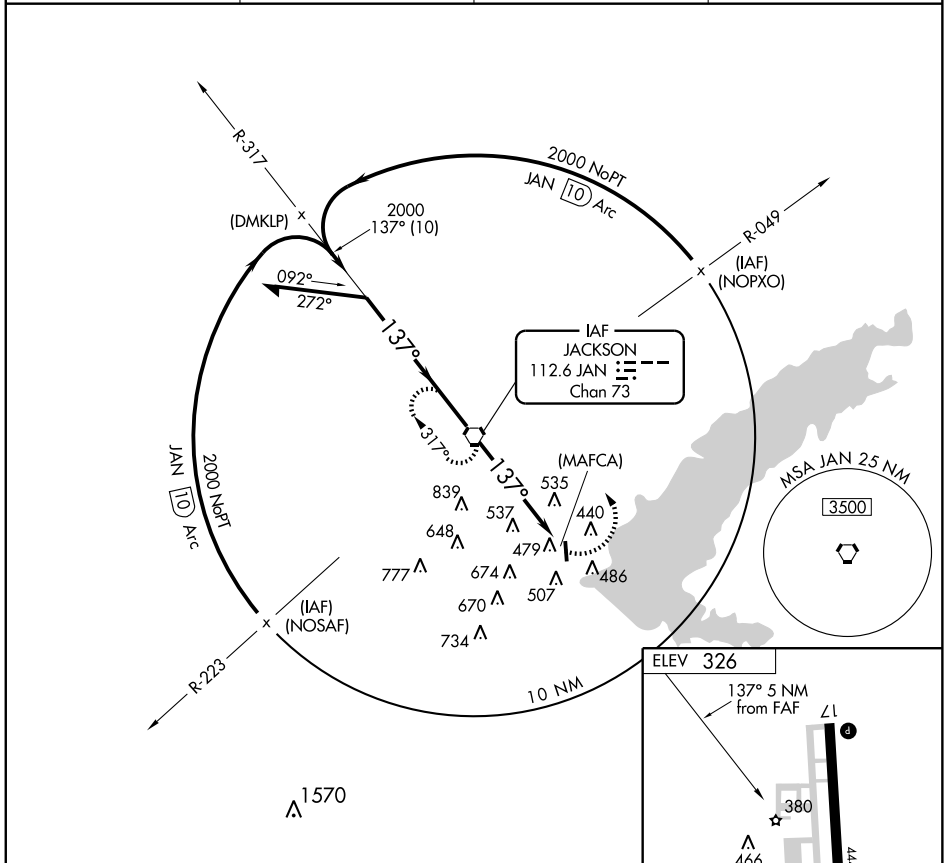
SC-4. 17 DEC 2009 to 14 JAN 2010

VORTAC JAN <b>112.6</b> Chan <b>73</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>326</b>
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# VOR or GPS-A

MADISON/ BRUCE CAMPBELL FIELD (MBO)

 NA Use Jackson altimeter setting.		MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.	
AWOS-3 <b>119.125</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	CLNC DEL <b>125.9</b>	UNICOM <b>122.8</b> (CTAF) 



CATEGORY	A	B	C	D	FAF to MAP 5 NM					
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	5:00	3:20	2:30	2:00	1:40

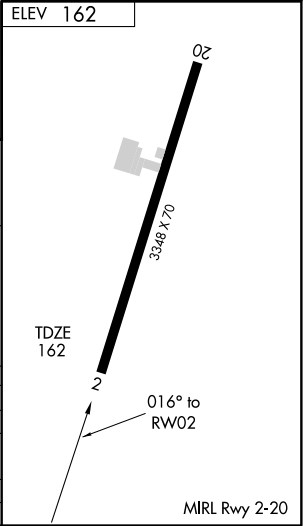
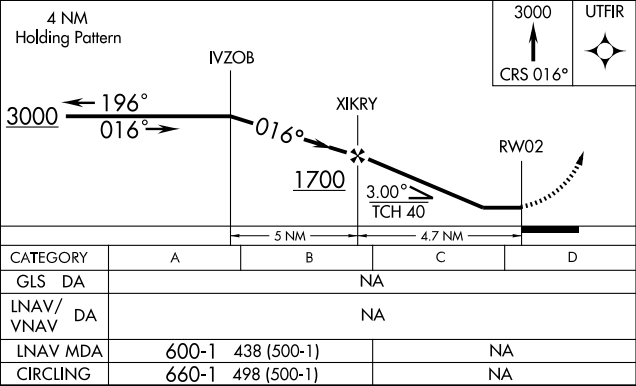
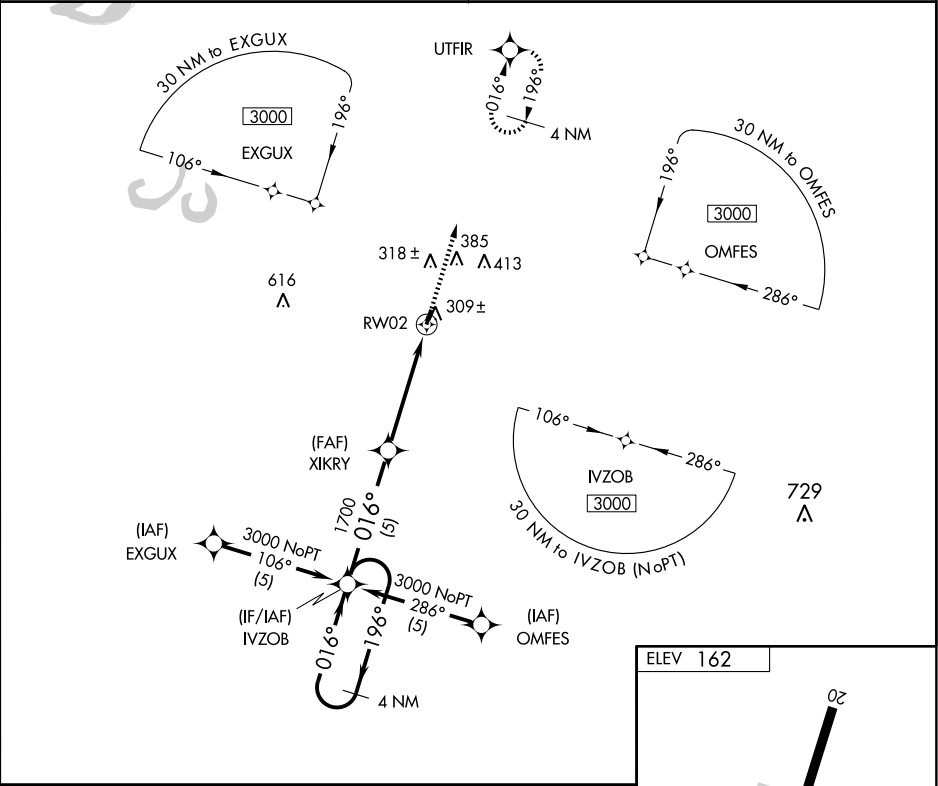
APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>3348</b> <b>162</b> <b>162</b>
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RNAV (GPS) RWY 2  
MARKS/SELS (MMS)

▼ Use Clarksdale altimeter setting, when not received  
▲ NA procedure NA.  
DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via  
course 016° to UTFIR WP and hold.

MEMPHIS CENTER <b>135.3 335.8</b>	CTAF <b>122.9</b>
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APP CRS 196°	Rwy Idg TDZE Apt Elev	3348 162 162
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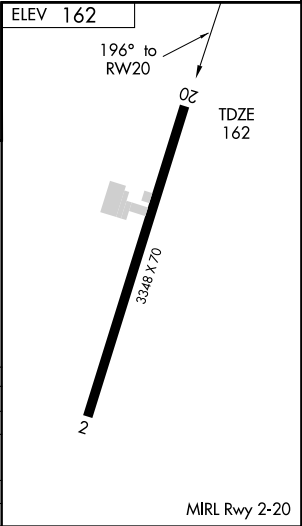
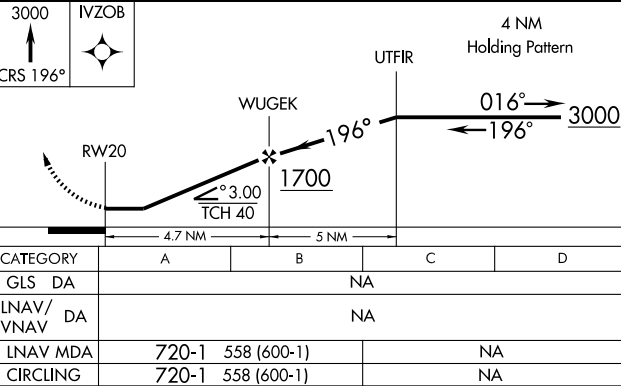
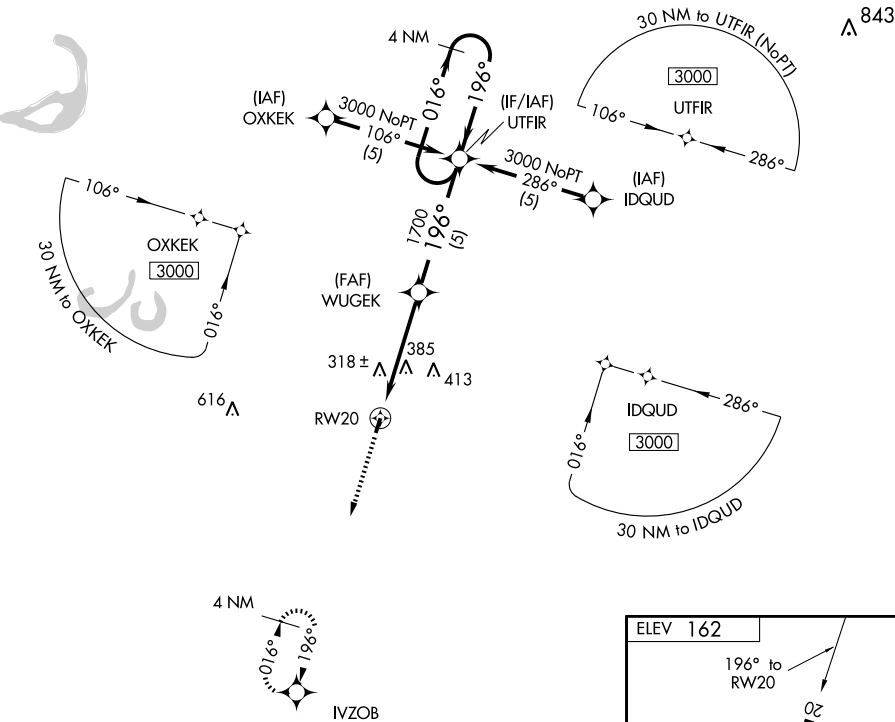
RNAV (GPS) RWY 20  
MARKS/SELF (MMS)

▼ Use Clarksdale altimeter setting, when not received  
▲ NA procedure NA.  
DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via  
course 196° to IVZOB WP and hold.

MEMPHIS CENTER  
135.3 335.8

CTAF  
122.9



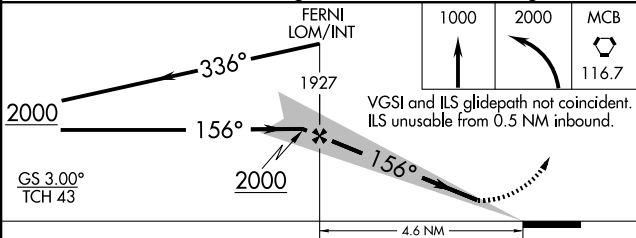
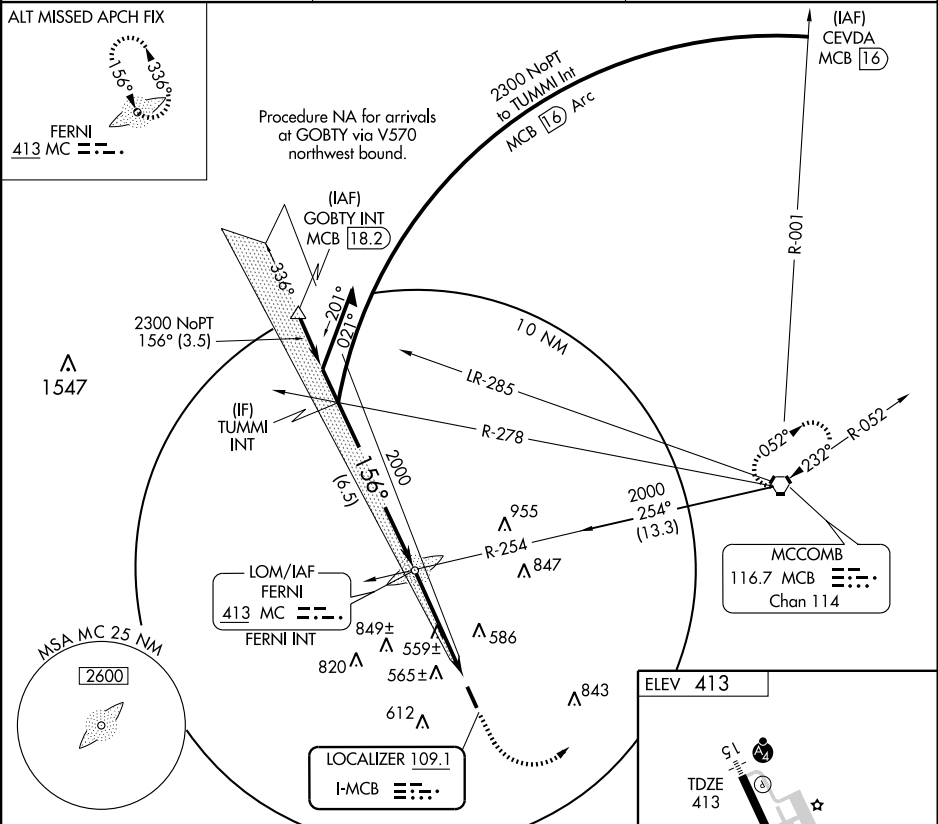
LOC I-MCB	APP CRS	Rwy Idg
<b>109.1</b>	<b>156°</b>	<b>5000</b>
		<b>TDZE</b>
		<b>413</b>
		<b>Apt Elev</b>
		<b>413</b>

ILS or LOC RWY 15

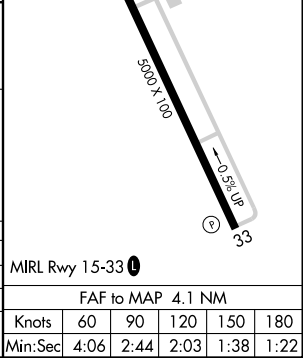
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

<p><b>⚠</b> Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.</p>	<p><b>MALSF</b></p> <p><b>⚠</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.</p>
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<b>ASOS</b> <b>119.025</b>	<b>HOUSTON CENTER</b> <b>126.8 327.8</b>	<b>UNICOM</b> <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 15		613-¾	200 (200-¾)	
S-LOC 15	820-¾	407 (500-¾)	820-1¼	407 (500-1¼)
CIRCLING	880-1	467 (500-1)	880-1½ 467 (500-1½)	980-2 567 (600-2)





APP CRS	Rwy Idg	5000
153°	TDZE	413
	Apt Elev	413

# RNAV (GPS) RWY 15

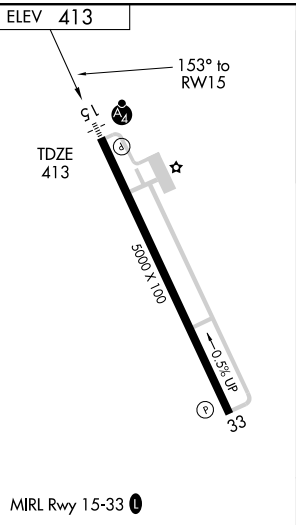
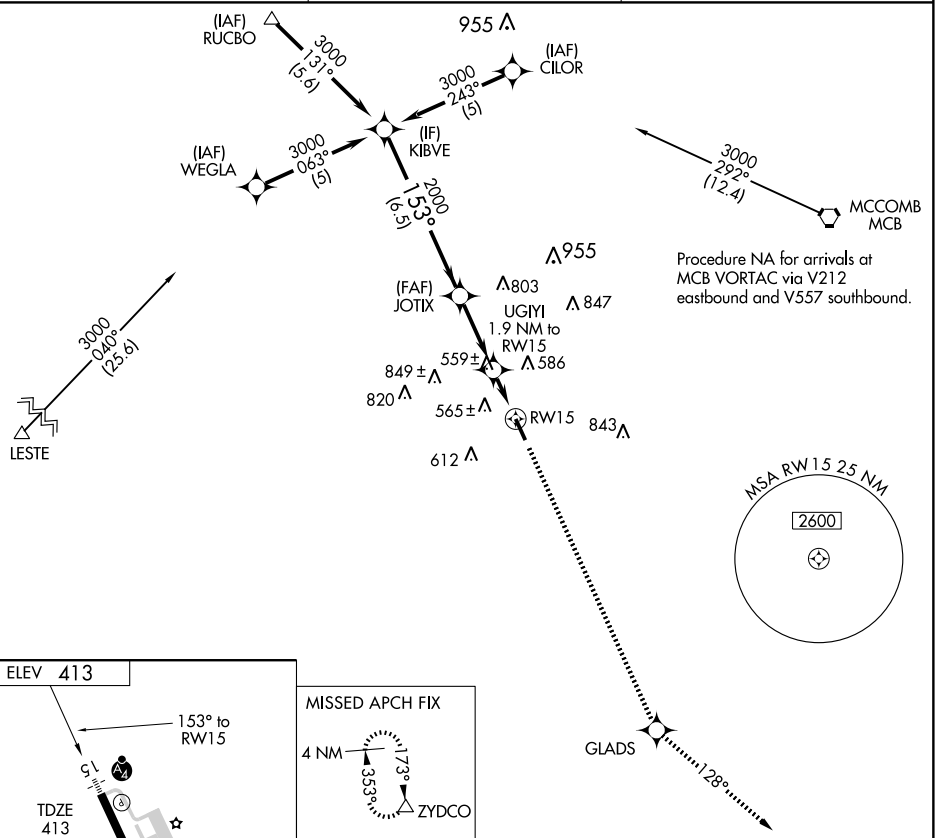
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

**⚠** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

**MALSF**

**MISSED APPROACH:** Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS <b>119.025</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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KIBVE 3000		JOTIX	3000	GLADS	128° Trk	ZYDCO
Procedure Turn NA		2000	UGIM 1.9 NM to RW15			
VGS and descent angles not coincident.		3.04° TCH 43	1060	RW15		
6.5 NM		2.9 NM	1.9			
CATEGORY	A	B	C	D		
LNAV MDA	820-1	407 (500-1)	820-1½	407 (500-1½)		
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)		

WAAS CH <b>77808</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>407</b> <b>413</b>
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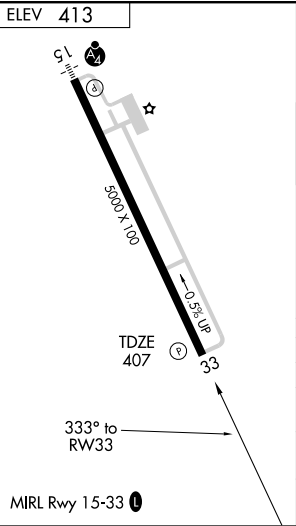
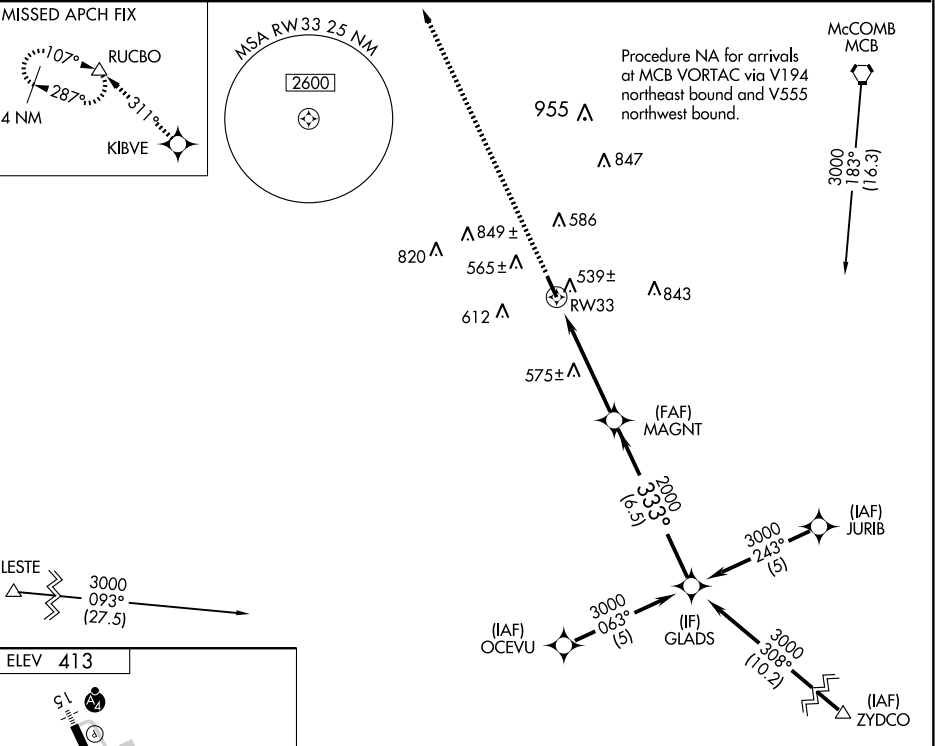
# RNAV (GPS) RWY 33

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

▲ MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS <b>119.025</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4000	KIBVE	311° Trk	RUCBO						
				MAGNT		GLADS		Procedure Turn NA	
					333°	3000			
					2000			GS 3.00° TCH 46	
					4.9 NM	6.5 NM			
CATEGORY	A	B	C	D					
LPV DA		765-1¼	358 (400-1¼)						
LNAV/VNAV DA		809-1½	402 (400-1½)						
LNAV MDA	840-1	433 (500-1)	840-1¼ 433 (500-1¼)	840-1½ 433 (500-1½)					
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)					

SC-4, 17 DEC 2009 to 14 JAN 2010

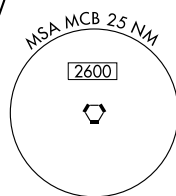
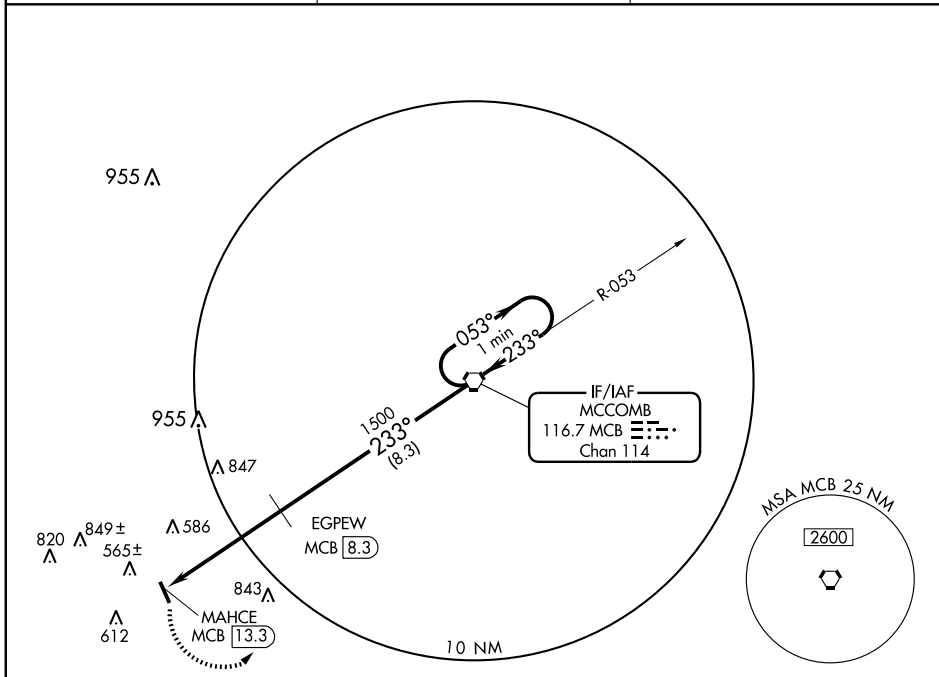
VORTAC MCB <b>116.7</b> Chan <b>114</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>413</b>
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VOR/DME-A

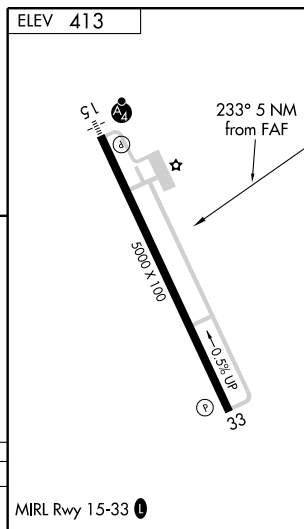
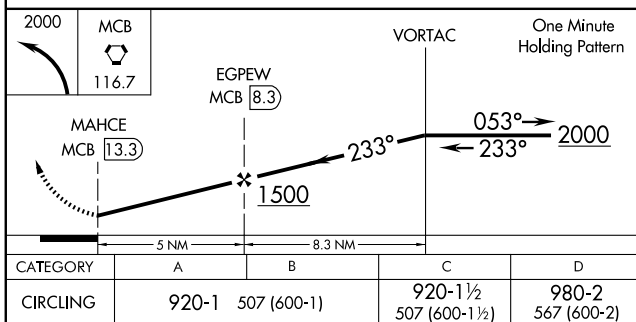
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

<b>▼</b> When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.	<b>MISSED APPROACH:</b> Climbing left turn to 2000 direct MCB VORTAC and hold
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ASOS <b>119,025</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.05 (CTAF) ①</b>
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NoPT for arrival on MCB VORTAC  
airway radials 345 CW 145.

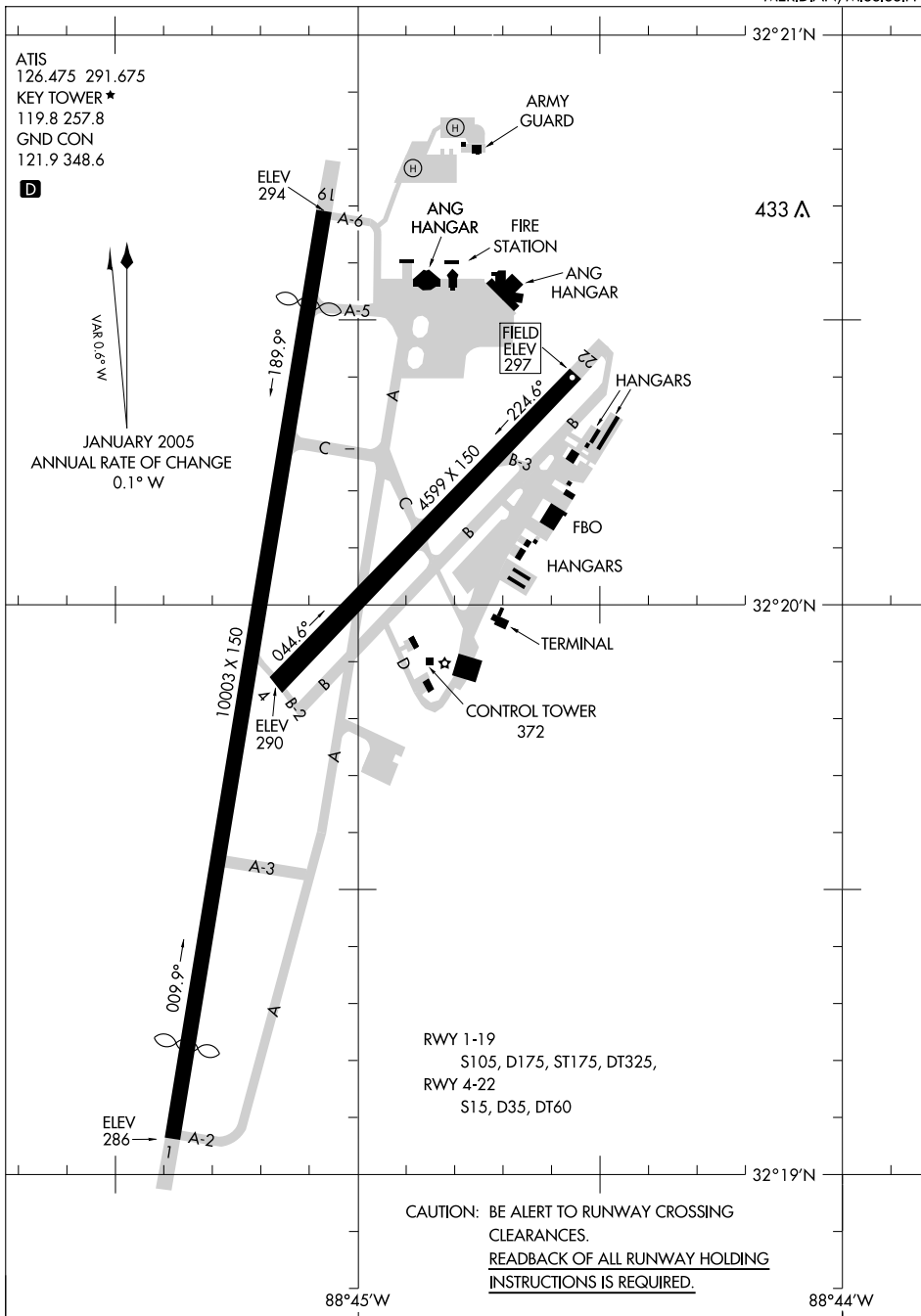


## AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI

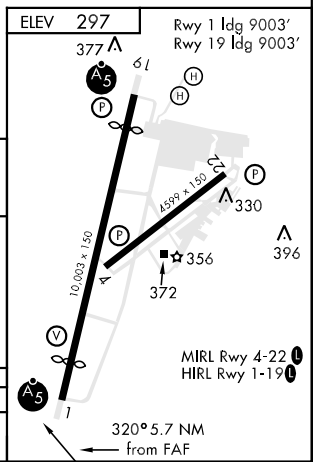
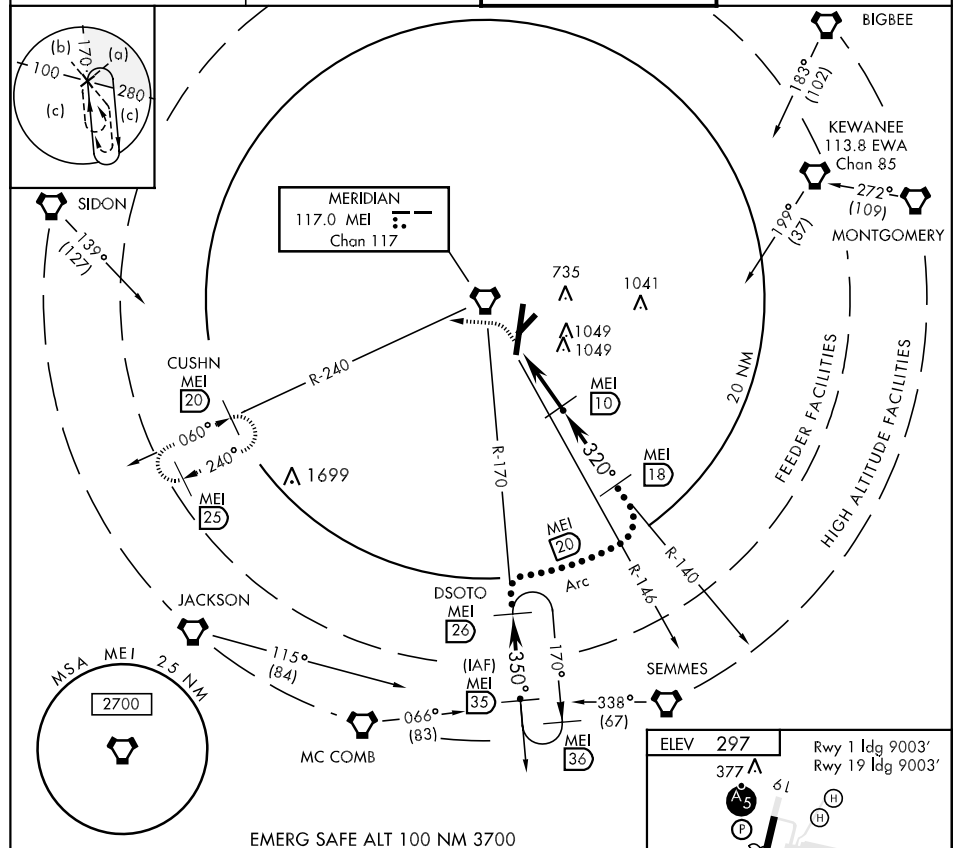


VORTAC MEI <b>117.0</b> Chan <b>117</b>	APCH CRS <b>320°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>297</b>	JAL-254 [USAF]	HI-TACAN ST VOR/DME-B MERIDIAN/KEY FIELD (KMEI)
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**T** \* Circling not authorized E of Rwy 1-19.

**MISSED APPROACH:** Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>
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CATEGORY	C	D	E
CIRCLING *	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	1160-3 863 (900-3)

# ILS or LOC RWY 1

MERIDIAN/KEY FIELD (MEI)

LOC I-MEI	APP CRS	Rwy Idg
<b>110.1</b>	<b>008°</b>	<b>9003</b>
		TDZE <b>289</b>
		Apt Elev <b>297</b>

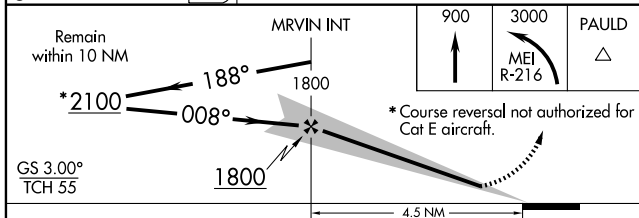
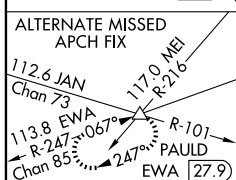
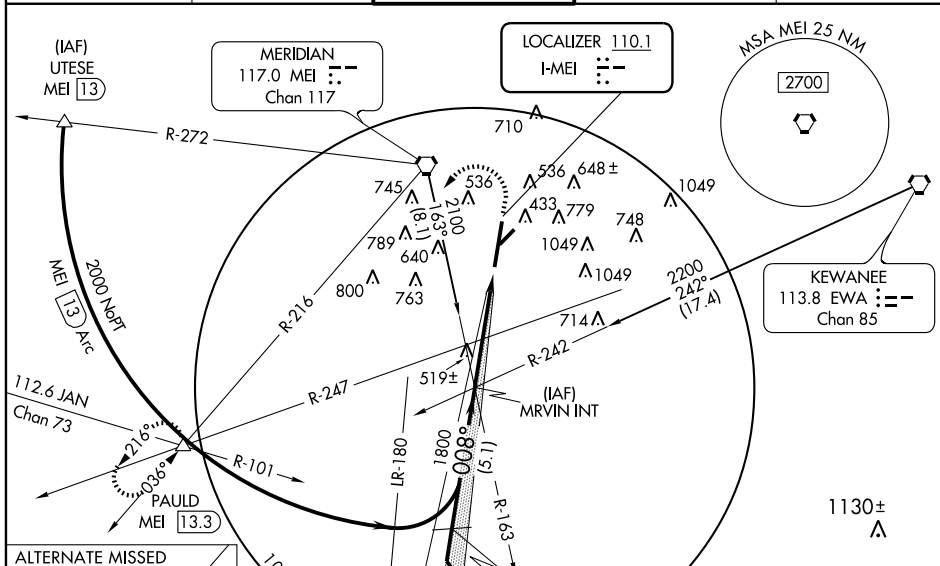
▼ When local altimeter setting not received use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALS, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E visibility to 1¾. For inoperative MALS, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼. Circling NA southeast of Rwy 1 and 4.  
 \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS

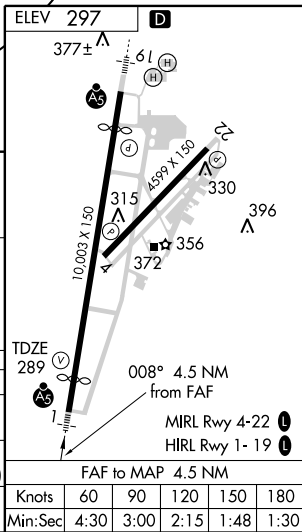


MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI R-216 to PAULD Int and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
<b>126.475 291.675</b>	<b>120.5 269.6</b>	<b>119.8 (CTAF) 0 257.8</b>	<b>121.9 348.6</b>	<b>122.95</b>



CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				489/24 200 (200-½)
S-LOC 1	780/24	491 (500-½)	780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)



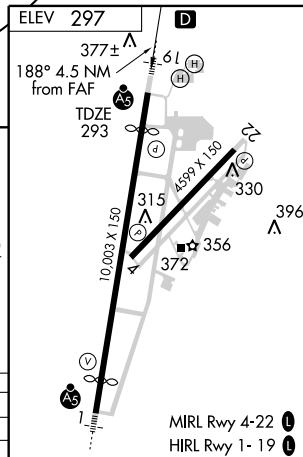
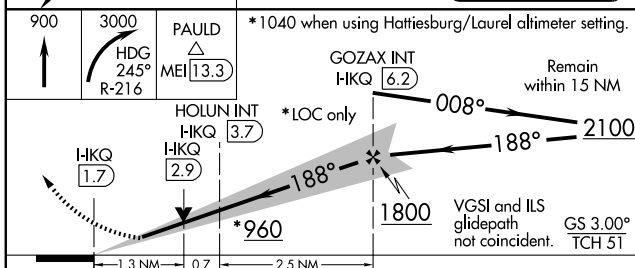
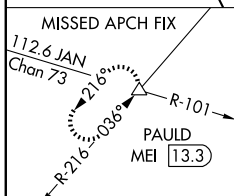
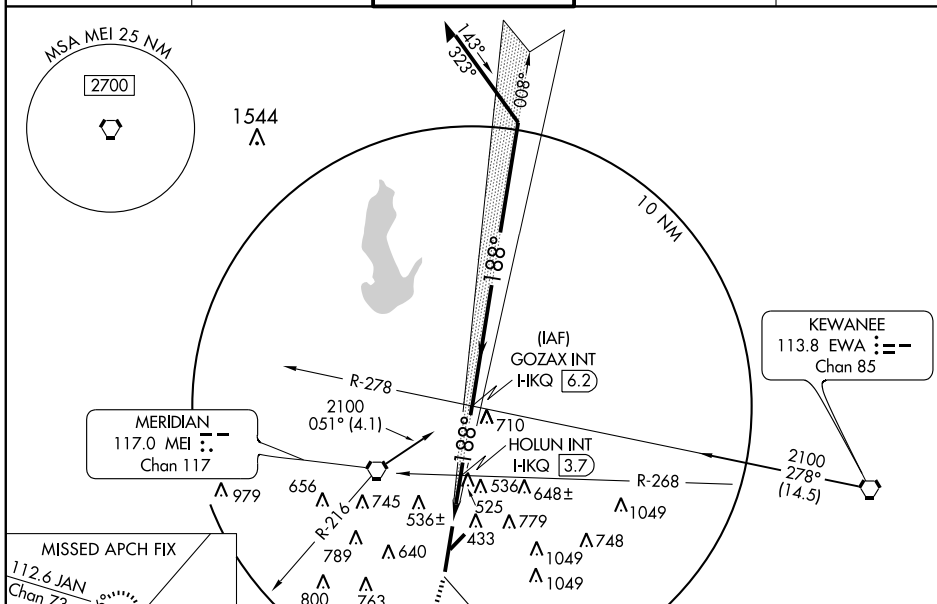
LOC/DME I-HKQ <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>293</b> <b>297</b>
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# ILS or LOC RWY 19 MERIDIAN/KEY FIELD (MEI)

**▼** DME required. Visibility reduction by helicopters NA.  
**▲** If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet.  
**ASR** VDP NA when using Hattiesburg/Laurel altimeter setting. Circling NA SE of runways 1 and 4.

**MISSED APPROACH:** Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON* <b>120.5 269.6</b>	KEY TOWER* <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 19	599-1	306 (400-1)			
S-LOC 19	760-1 467 (500-1)	760-1¼ 467 (500-1¼)	760-1½ 467 (500-1½)	760-1¾ 467 (500-1¾)	
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS CH <b>86500</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE <b>289</b> Apt Elev <b>297</b>
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# RNAV (GPS) RWY 1

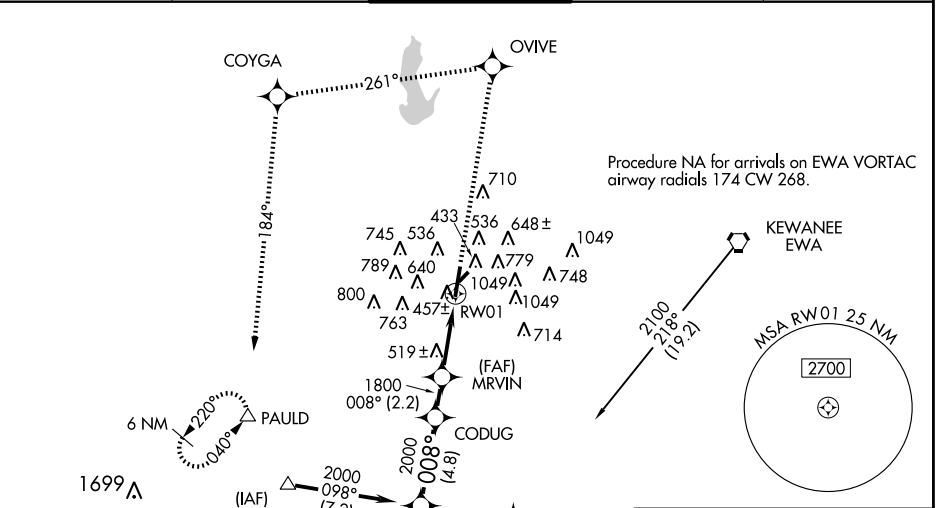
MERIDIAN/KEY FIELD (MEI)

**▽** When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C, D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALS R increase LPV Cat E visibility to 1¾. For inoperative MALS R when using Hattiesburg/Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 2¾, and LNAV Cat E visibility to 2¼. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. Circling NA southeast of Rwy 1 and 4. DME/DME RNP-0.3 NA.

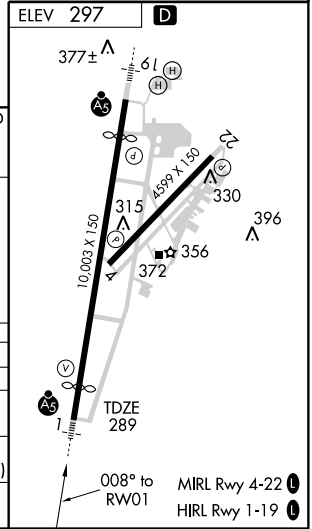
MALS R

MISSED APPROACH:  
Climb to 3000 direct OVIVE then left turn via 261° track to COYGA and 184° track to PAULD and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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Procedure Turn NA	3000	OVIVE	COYGA	TRK 184°	PAULD
ACZUP	2000	008°	2000	MRVIN	* LNAV only
GS 3.00° TCH 55	4.8 NM	2.2 NM	3.1 NM	1.4 NM	
CATEGORY	A	B	C	D	E
LPV DA	489/24 200 (200-½)				
LNAV/VNAV DA	909-1¾ 620 (700-1¾)				
LNAV MDA	780/24	491 (500-½)	780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-½)	940-2 643 (700-2)	1160-3 863 (900-3)





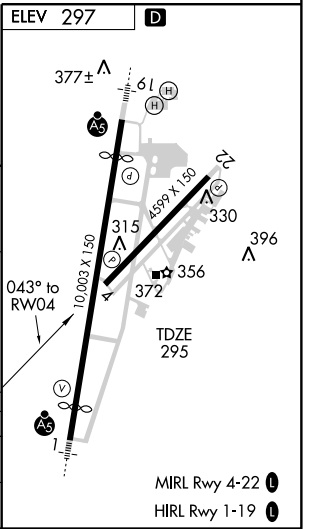
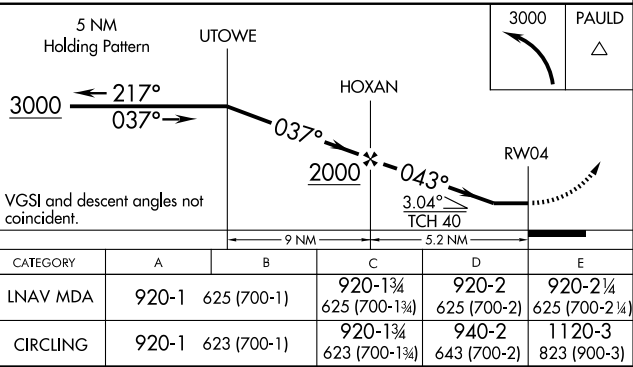
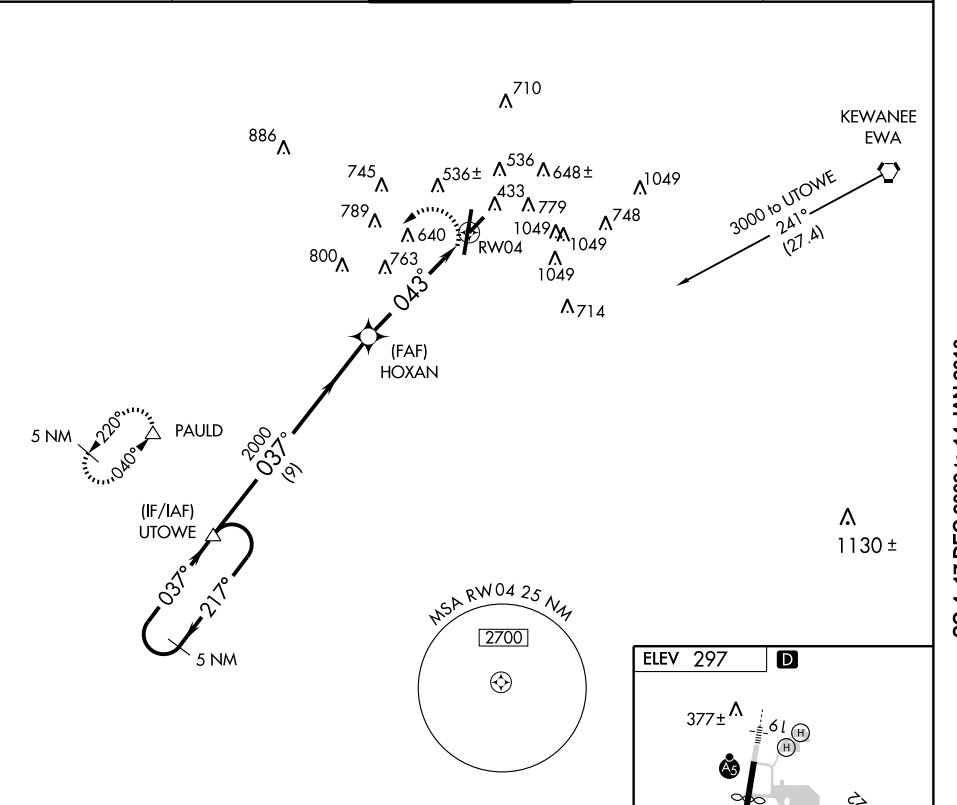
▼

▲

DME/DME RNP-0.3 NA. Circling NA southeast of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 4 and circling Rwy 22 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

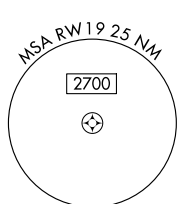
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) 257.8	121.9 348.6	122.95



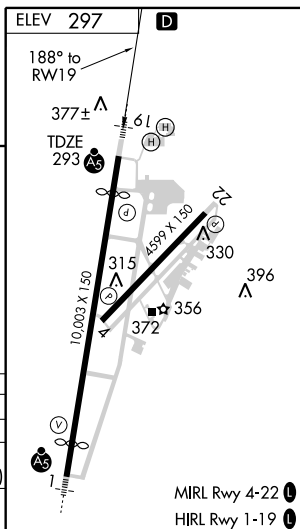
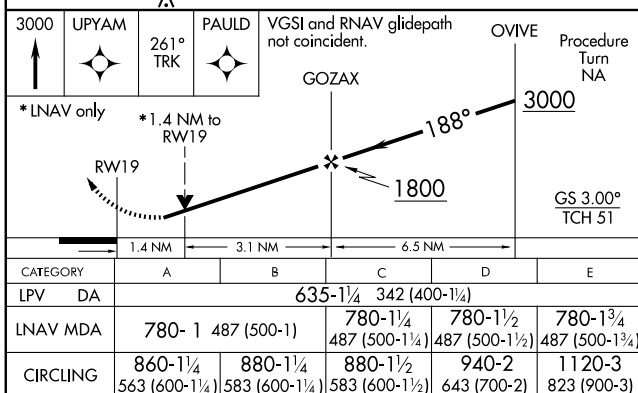
**MISSED APPROACH:** Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** Circling NA SE of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.  
 ASR

CONF



1699



APP CRS	Rwy Idg	4599
223°	TDZE	297
	Apt Elev	297

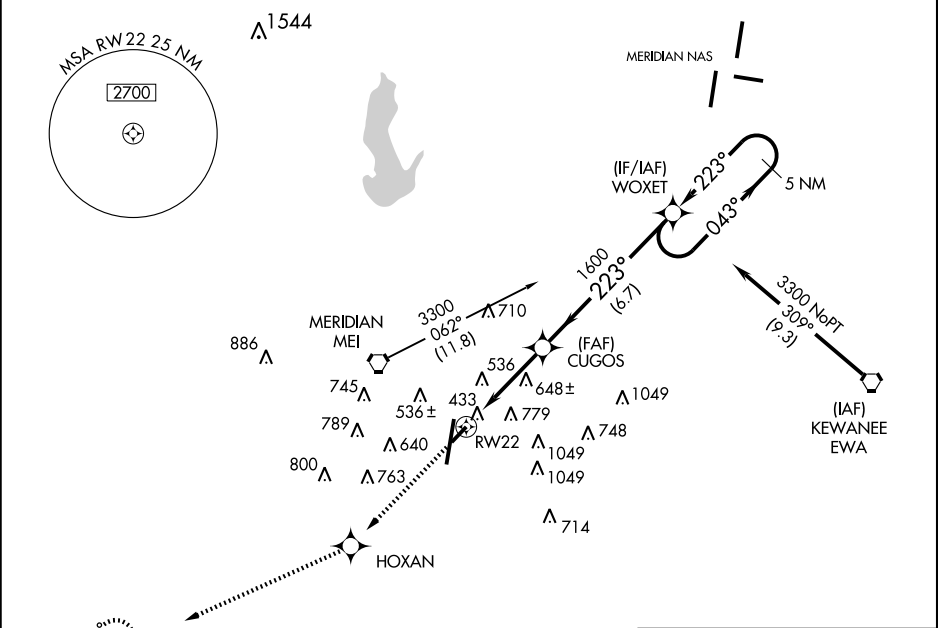
# RNAV (GPS) RWY 22

MERIDIAN/KEY FIELD (MEI)

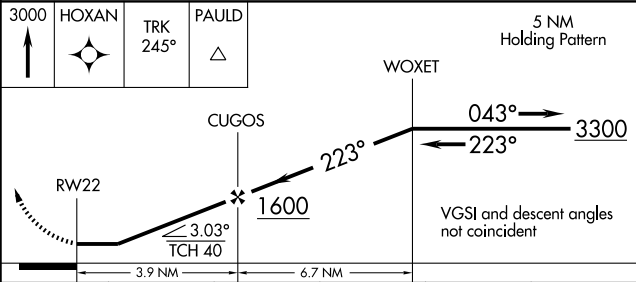
**⚠** DME/DME RNP-0.3 NA. Circling NA southeast of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling runway 22 NA at night.

**MISSED APPROACH:** Climb to 3000 direct HOXAN and via 245 track to PAULD and hold.

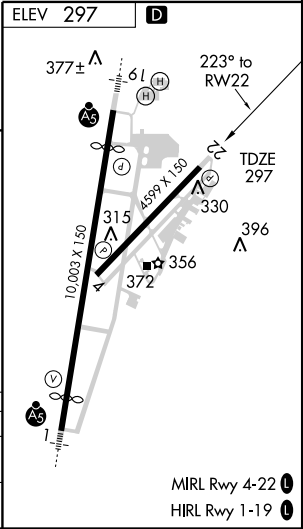
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) 0 257.8	121.9 348.6	122.95



Procedure NA for arrivals at MEI VORTAC via V18-417 southwest bound.



CATEGORY	A	B	C	D	E
RNAV MDA	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



MIRL Rwy 4-22 0  
HIRL Rwy 1-19 0

VORTAC MEI <b>117.0</b> Chan <b>117</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>297</b>
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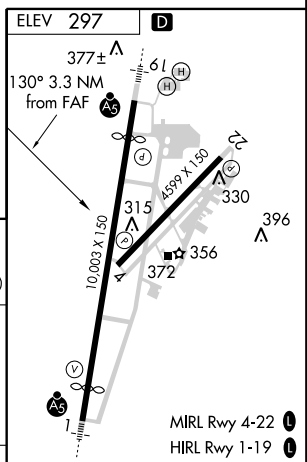
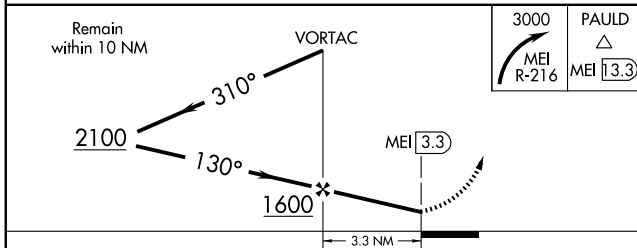
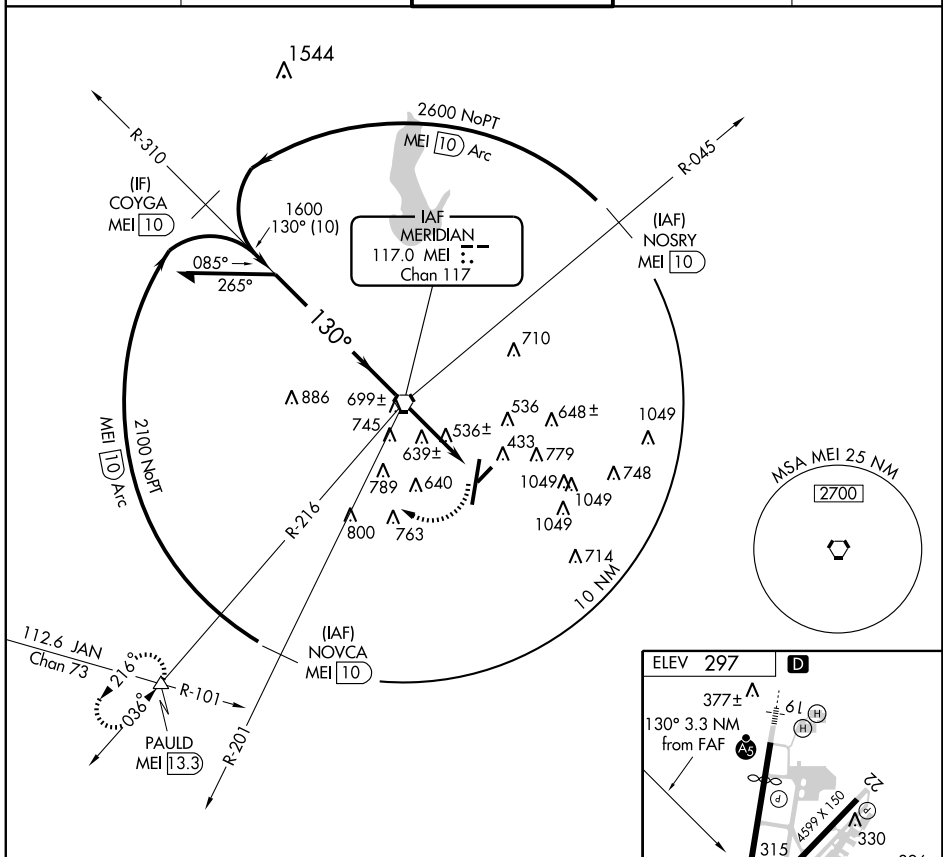
**VOR-A**

MERIDIAN/ KEY FIELD (MEI)

**⚠** Circling not authorized southeast of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. Procedure turn NA for Cat E.  
**⚠** DME Required

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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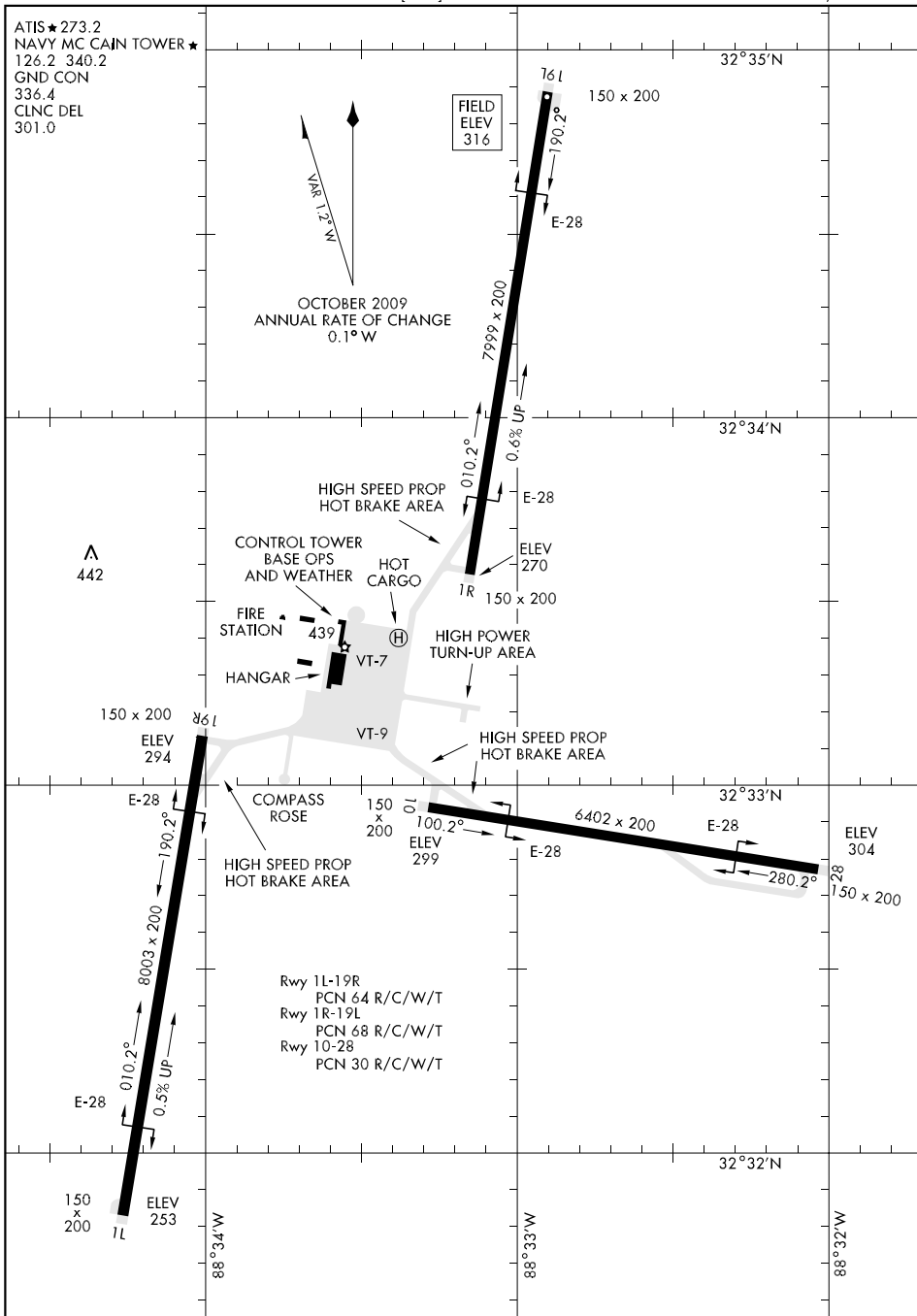


CATEGORY	A	B	C	D	E	FAF to MAP 3.3 NM					
CIRCLING	900-1	603 (700-1)	900-1 1/4 603 (700-1 1/4)	940-2 643 (700-2)	1120-3 823 (900-3)	Knots	60	90	120	150	180
						Min:Sec	3:18	2:12	1:39	1:19	1:06

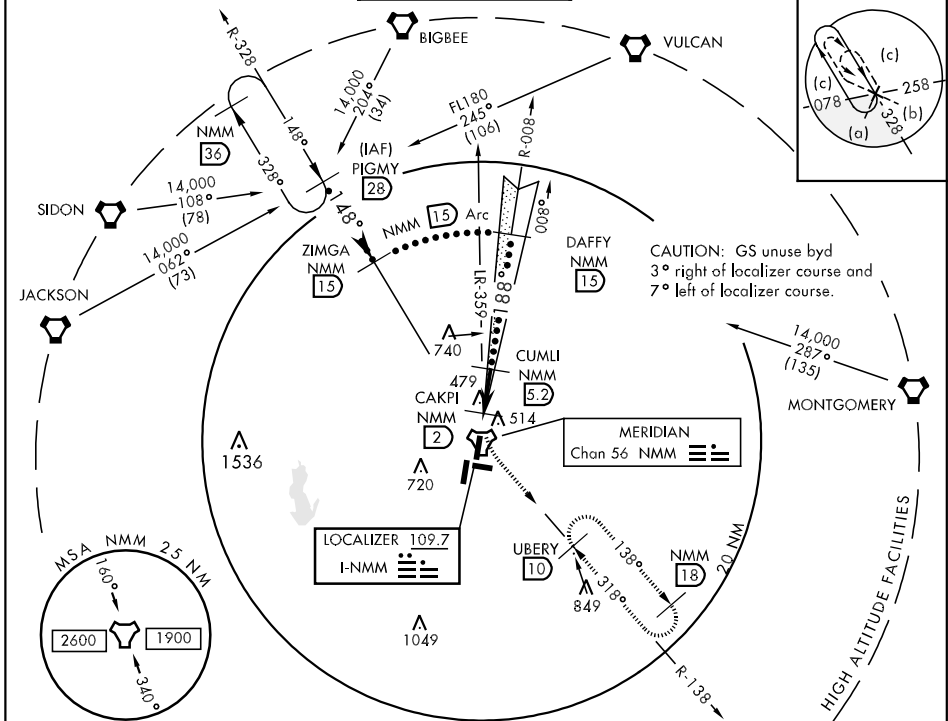
ATIS ★ 273.2  
NAVY MC CAIN TOWER ★  
126.2 340.2  
GND CON  
336.4  
CLNC DEL  
301.0

OCTOBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

SC-4, 17 DEC 2009 to 14 JAN 2010

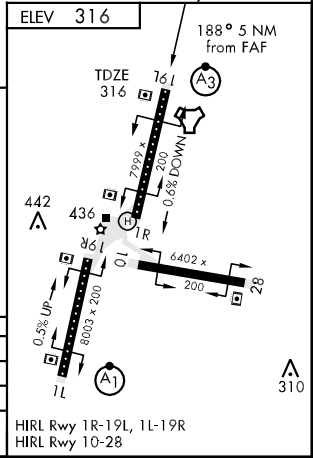
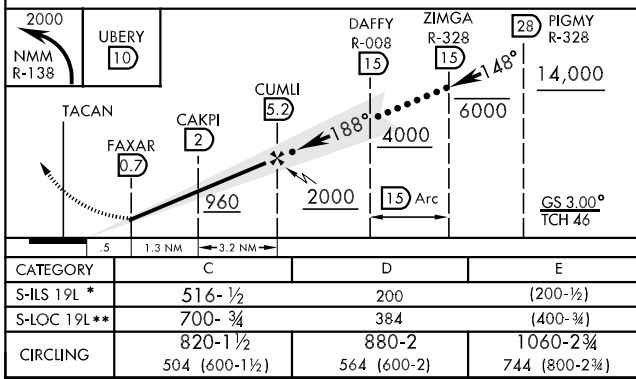


LOC I-NMM <u>109.7</u>	APCH CRS <b>188°</b>	Rwy Idg <b>7999</b> TDZE <b>316</b> Arprt Elev <b>316</b>	JAL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)		
<div><div>▼</div><div><div>*When ALS inop, increase CAT CDE vis to ¾ mile. **When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.</div></div></div>			<div><div>SSALR</div><div><div><div>A3</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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SC-4, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 3500



**MISSED APPROACH:** Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

SC-4, 17 DEC 2009 to 14 JAN 2010

TACAN NMM Chan <b>56</b>	APCH CRS <b>178°</b>	Rwy Idg TDZE Arpt Elev <b>7999</b> <b>316</b> <b>316</b>
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JAL-5079 [USN]

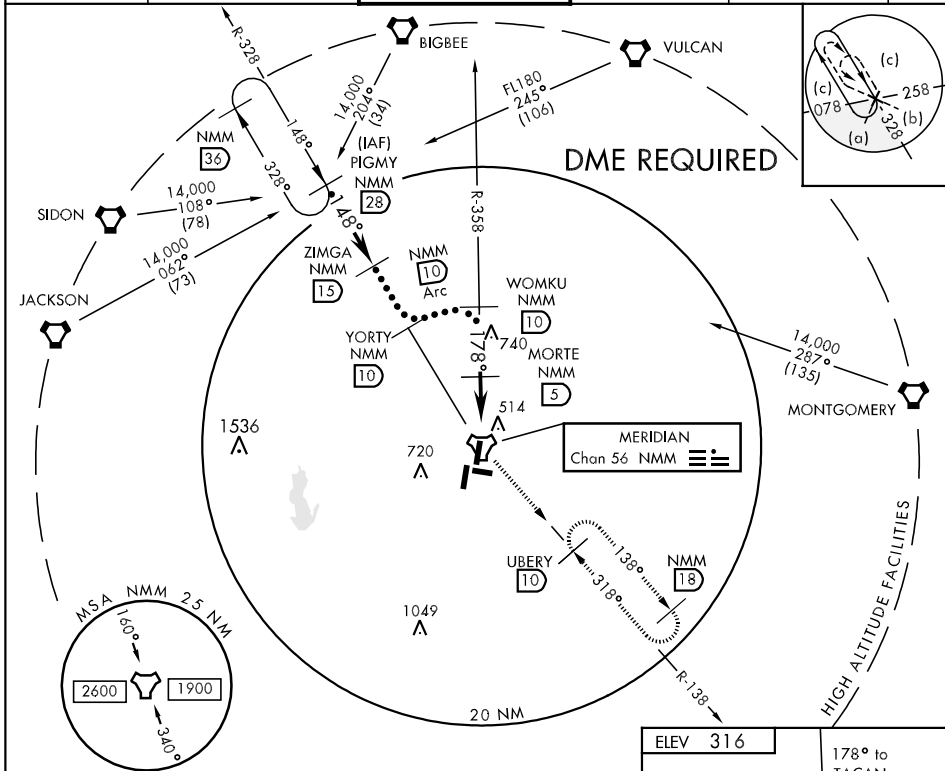
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D to 1½ miles, CAT E to 1½ miles.

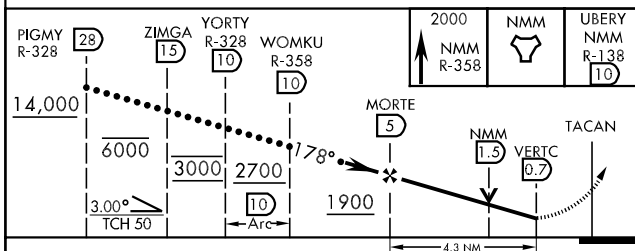


MISSED APPROACH: Climb to 2000 via NMM R-358 to  
TACAN then via R-138 to UBERY and hold.

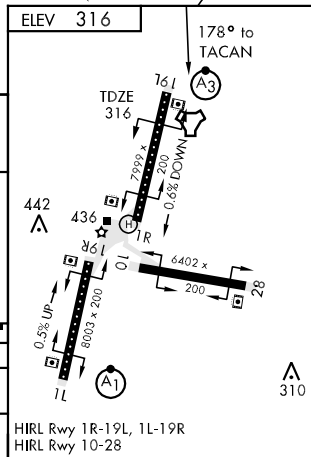
ATIS ★ <b>273.2</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/ PAR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1½ 464 (500-1½)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



MERIDIAN, MISSISSIPPI

32°33'N -88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)



LOC I-NMM <b><u>109.7</u></b>	APCH CRS <b>188°</b>	Rwy Idg <b>7999</b> TDZE <b>316</b> Arpt Elev <b>316</b>
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AL-5079 [USN]

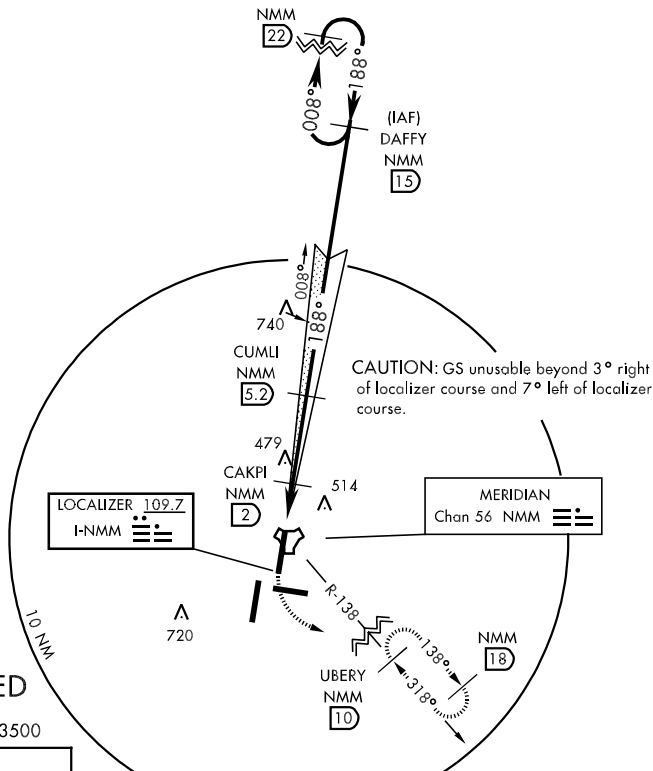
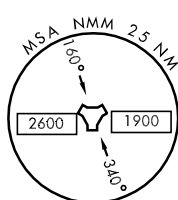
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

**T** \* When ALS inop, increase All CAT vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT ABC vis to 1 mile,  
 CAT D to  $1\frac{1}{4}$  miles.



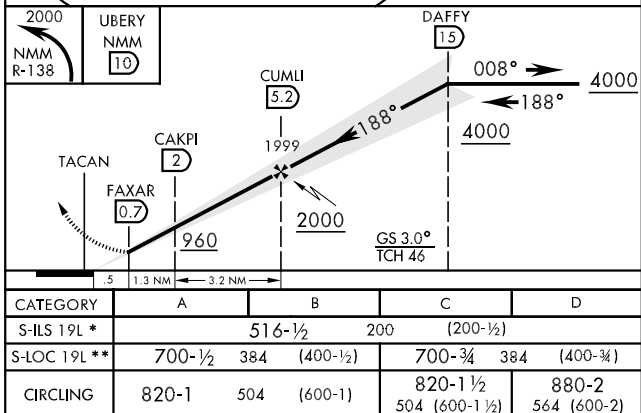
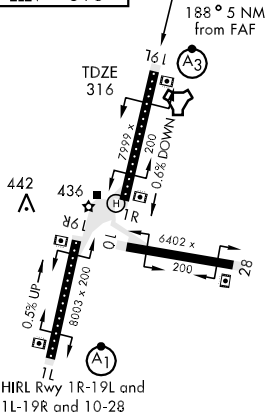
**MISSED APPROACH:** Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★ 273.2	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3500

ELEV 316

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 09295

U.S. LOG/DME DATA 101

APCH CRS <b>008°</b>	Rwy Idg TDZE Arpt Elev	<b>8003</b> <b>253</b> <b>316</b>
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AL-5079 [UN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

**▽** \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

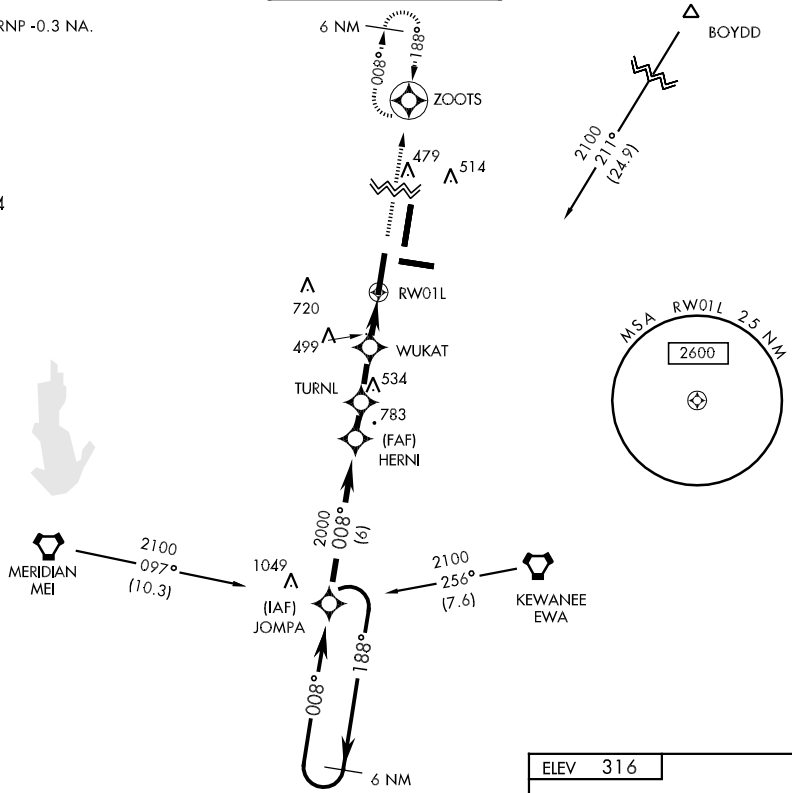


MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

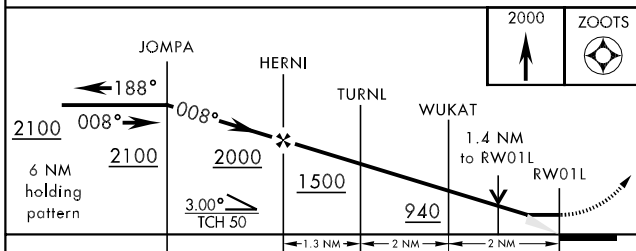
ATIS ★ <b>273.2</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/PAR
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DME/DME RNP -0.3 NA.

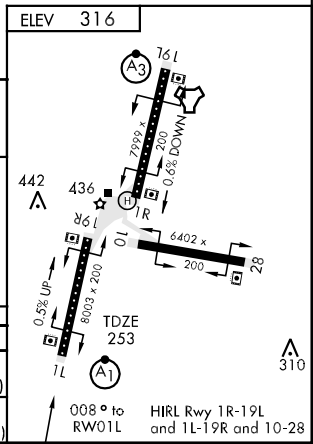
1544  
Λ



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA*	760-½ 507 (500-½)		760-1 507 (500-1)		760-1½ 507 (500-1½)
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



APCH CRS	Rwy Idg	7999
188°	TDZE	316
	Arpt Elev	316

AL-5079 [UN]

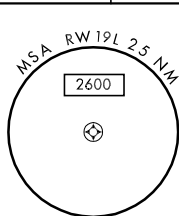
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT AB vis to 1 mile,  
 \*\* CAT C to 1½ miles, CAT DE to 1½ miles.  
 When ALS inop, increase All CAT vis to 1¾ miles.



MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

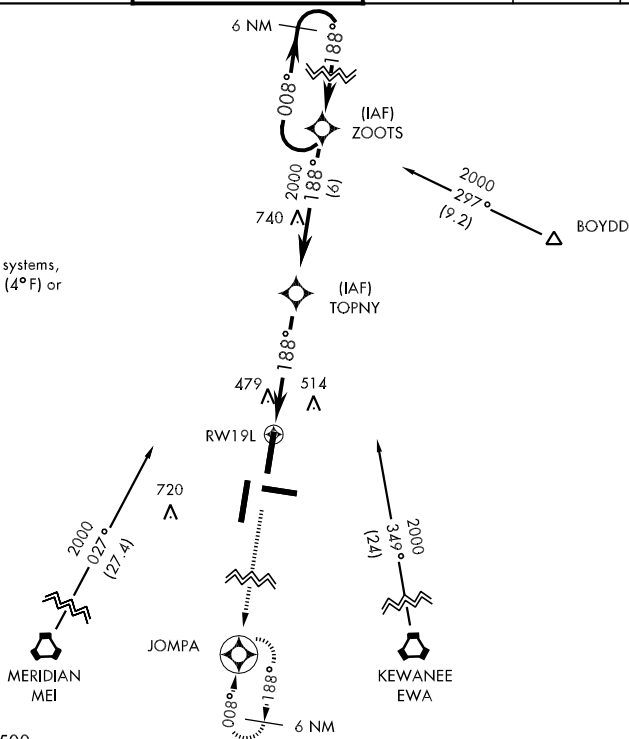
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	



For uncompensated BaroVNAV systems,  
 LNAV/VNAV NA below -15°C (4°F) or  
 above 41°C (107°F).

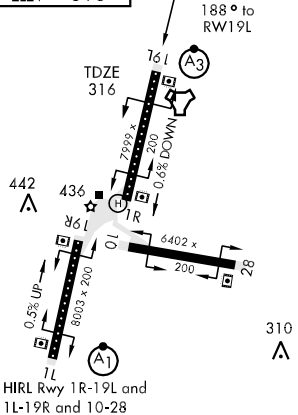
DME/DME RNP -0.3 NA.

1544



EMERG SAFE ALT 100 NM 3500

ELEV 316



HIRL Rwy 1R-19L and 1L-19R and 10-28

2100 JOMPA		TOPNY		ZOOT		6 NM holding pattern	
1.2 NM to RW19L		188°		008°		2000	
RW19L		188°		← 188°		2000	
5.1 NM		GS 3.01°		TCH 46			
CATEGORY	A	B	C	D	E		
LNAV MDA ★	760-½	444 (500-½)	760-¾ 444 (500-¾)	760-1	444 (500-1)		
LNAV/VNAV DA **	820-1 ¼		504	(600-1 ¼)			
CIRCLING	820-1	504 (600-1)	820-1 ½ 504 (600-1 ½)	880-2 564 (600-2)	1060-2 ¾ 744 (800-2 ¾)		

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

LOC I-HEZ  
**111.35**

APP CRS  
**133°**

Rwy Idg  
TDZE  
Apt Elev  
**6500**  
**266**  
**272**

NATCHEZ/  
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ILS or LOC RWY 13

▼

▲ NA

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1½ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

MALSR

MISSED APPROACH:

Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3 <b>124.675</b>	HOUSTON CENTER <b>120.97 299.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ADF or DME REQUIRED

Remain within 10 NM

ELEV 272

133° 4.9 NM from FAF

CATEGORY	A	B	C	D	F
S-ILS 13		466-½	200 (200-½)		
S-LOC 13	680-½	414 (500-½)	680-¾	414 (500-¾)	
CIRCLING	740-1	468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)	

HIRL Rwy 13-31	
MIRL Rwy 18-36	0

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 17 DEC 2009 to 14 JAN 2010

AL-967 (FAA)

WAAS CH <b>50505</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg <b>6500</b> TDZE <b>266</b> Apt Elev <b>272</b>
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NATCHEZ/

## RNAV (GPS) RWY 13

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

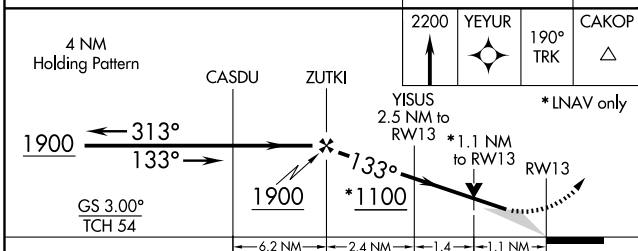
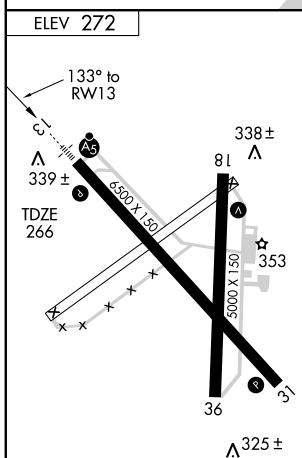
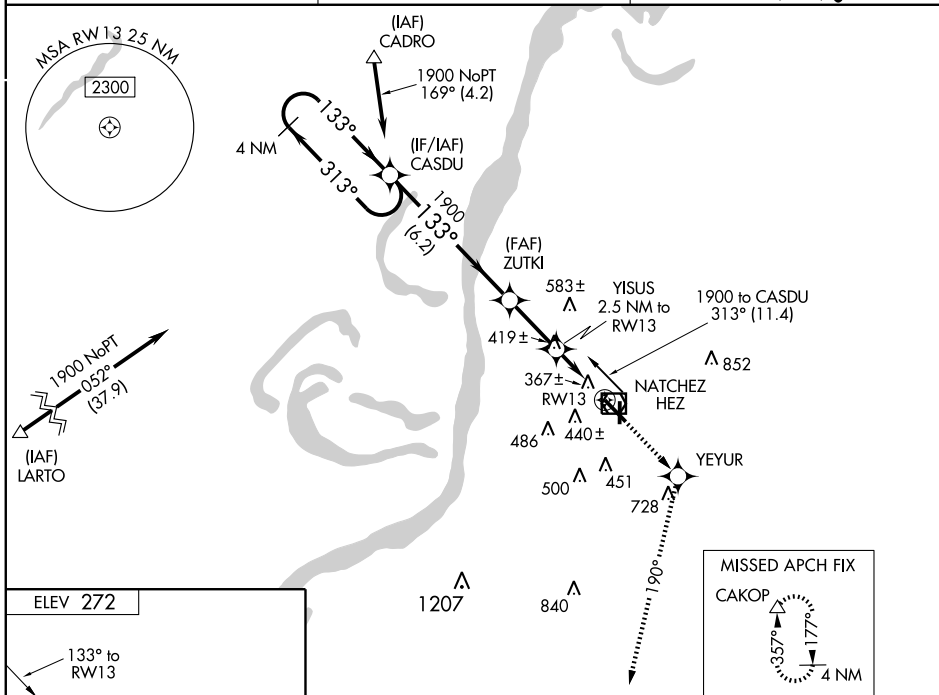
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting; increase all LPV DAs to 655 and all visibilities to 1 ¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1 ¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1 ½ miles, Cat D to 2 miles and circling Cat C visibility to 1 ¾ miles, Cat D to 2 ¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSr, increase LNAV Cat D visibility ¼ mile.

MALSR



**MISSED APPROACH:**  
Climb to 2200 direct  
YEYUR and via  
190° track to CAKOP  
and hold.

AWOS-3 <b>124.675</b>	HOUSTON CENTER <b>120.97 299.6</b>	UNICOM <b>122.8</b> (CTAF) <b>L</b>
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CATEGORY	A	B	C	D
LPV DA		522-½	256 (300-½)	
LNAV/VNAV DA		652-¾	386 (400-¾)	
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	680-1 414 (500-1)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

HIRL Rwy 13-31  
MIRL Rwy 18-36 **L**

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
178°	TDZE	272
	Apt Elev	272

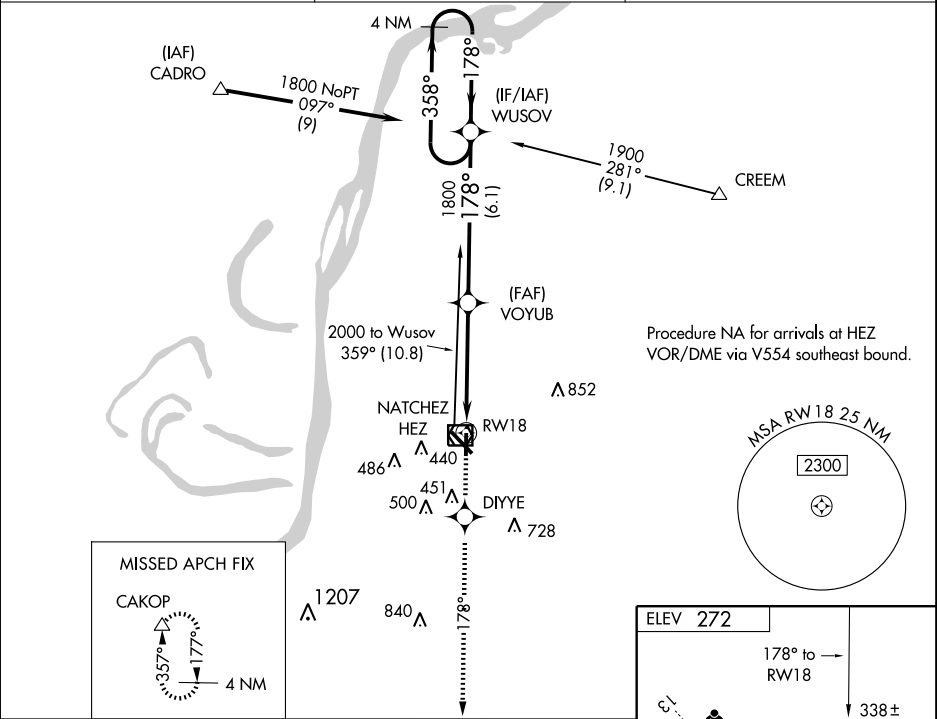
RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

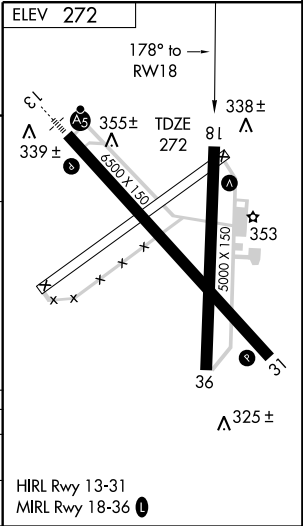
- ▼ When local altimeter setting not received, use Vicksburg Tallulah
- ▲ Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

AWOS-3 124.675	HOUSTON CENTER 120.97 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				
WUSOV				
VOYUB				
RW18				
VGSJ and descent angles not coincident.				
6.1 NM 4.6 NM				
CATEGORY	A	B	C	D
LNAV MDA	620-1 348 (400-1)			620-1¼ 348 (400-1¼)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

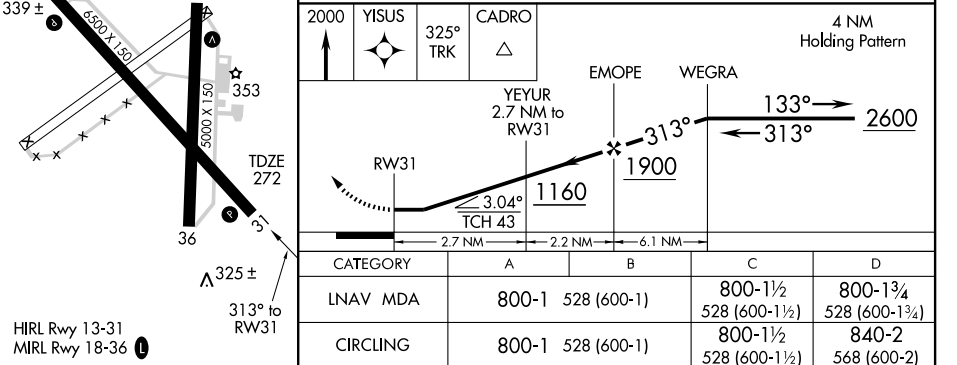
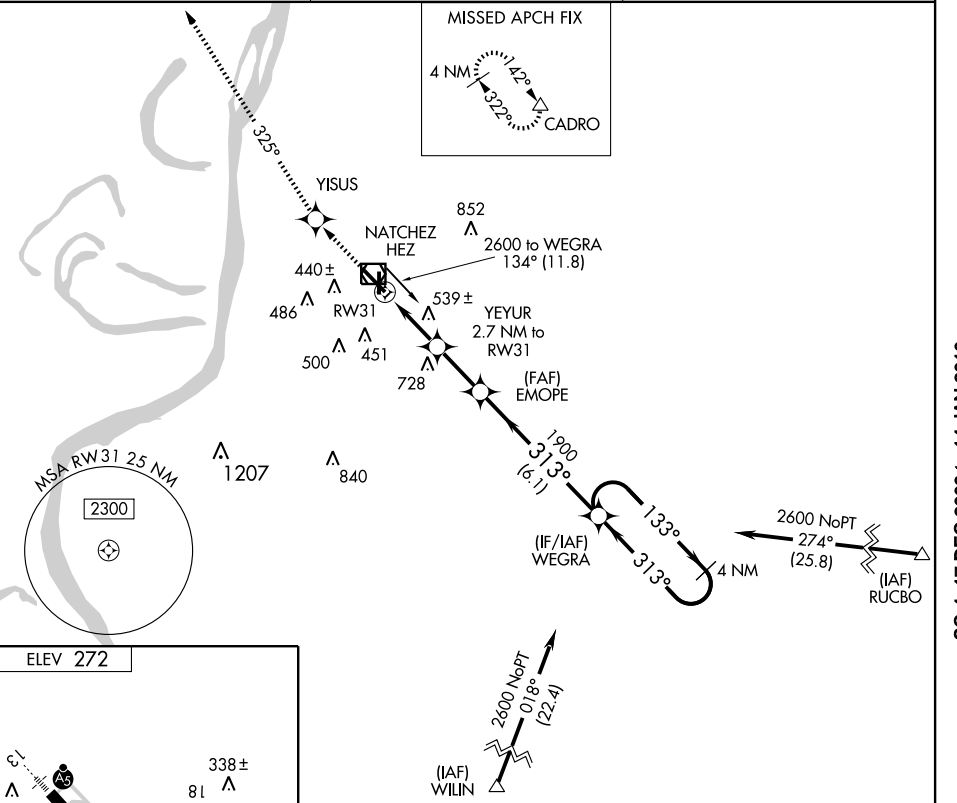


**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

**▲**

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

AWOS-3 124.675	HOUSTON CENTER 120.97 299.6	UNICOM 122.8 (CTAF) <b>0</b>
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SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
005°	TDZE	272
	Apt Elev	272

RNAV (GPS) RWY 36

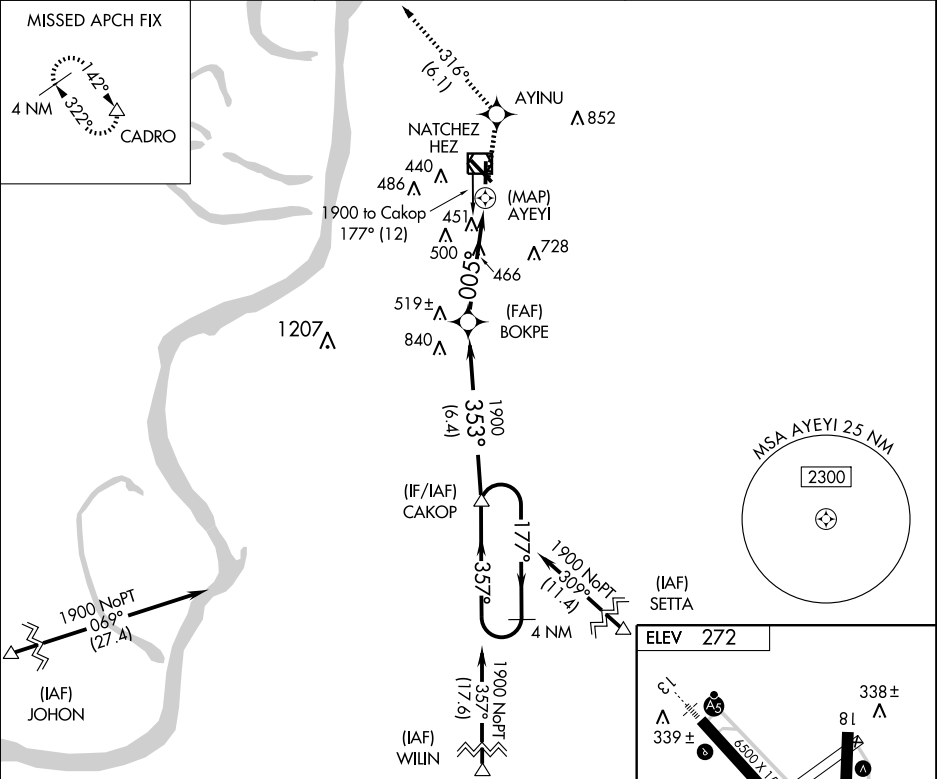
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

**▼** When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

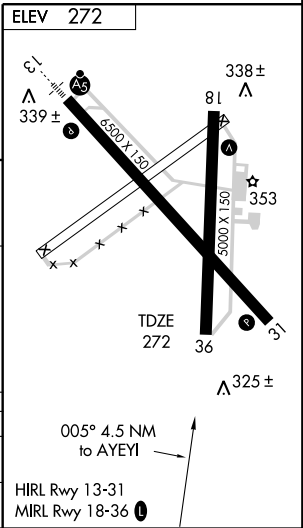
**▲**

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3 124.675	HOUSTON CENTER 120.97 299.6	UNICOM 122.8 (CTAF) <b>0</b>
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4 NM Holding Pattern		2000	AYINU	316° TRK	CADRO
			▲	✧	△
1900 ← 177°		353° → 1900	1900	005°	AYEYI
		357° → 1900		3.04°	TCH 40
			6.4 NM	4.5 NM	0.5
CATEGORY	A	B	C	D	
LNAV MDA	780-1	508 (600-1)	780-1½	508 (600-1½)	
CIRCLING	780-1	508 (600-1)	780-1½	840-2	
			508 (600-1½)	568 (600-2)	





NATCHEZ, MISSISSIPPI

VOR/DME HEZ <b>110.0</b> Chan <b>37</b>	APP CRS <b>124°</b>	Rwy Idg <b>6500</b> TDZE <b>266</b> Apt Elev <b>272</b>
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AL-967 (FAA)

NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

VOR/DME RWY 13

**V** If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

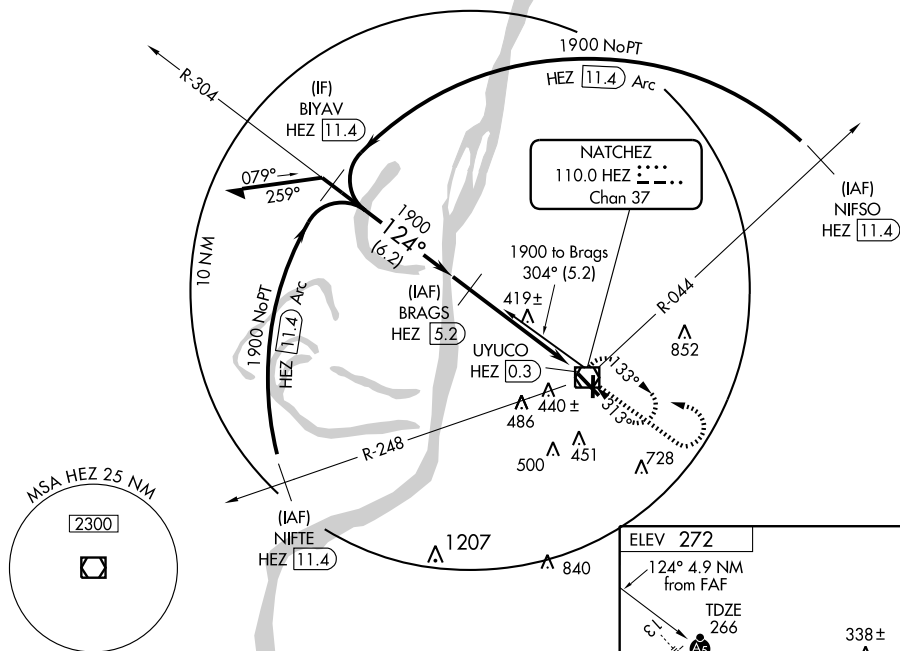
MALSR



**MISSED APPROACH:** Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3  
124.675

HOUSTON CENTER  
120.97 299.6

UNICOM  
122.8 (CTAF) **L**

SC-4. 17 DEC 2009 to 14 JAN 2010

Remain within 10 NM

BRAGS HEZ 5.2

2000

HEZ 11.4

304°

124°

900

1900

1900

6.2 NM

3.05°

TCH 54

3.8 NM

124°

HEZ 1.5

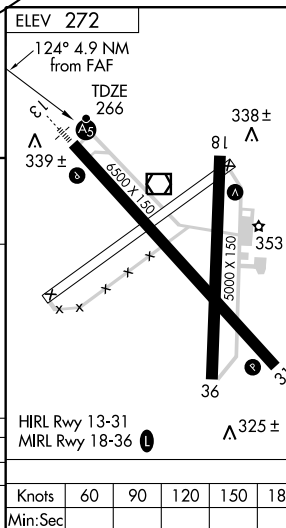
VOR/DME

UYUCO HEZ 0.3

1.1 NM

300

CATEGORY	A	B	C	D
S-13		680- <sup>3</sup> / <sub>4</sub>	414 (500- <sup>3</sup> / <sub>4</sub> )	
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)



VOR/DME HEZ <b>110.0</b> Chan <b>37</b>	APP CRS <b>197°</b>	Rwy Idg <b>5000</b> TDZE <b>272</b> Apt Elev <b>272</b>
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NATCHEZ/  
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

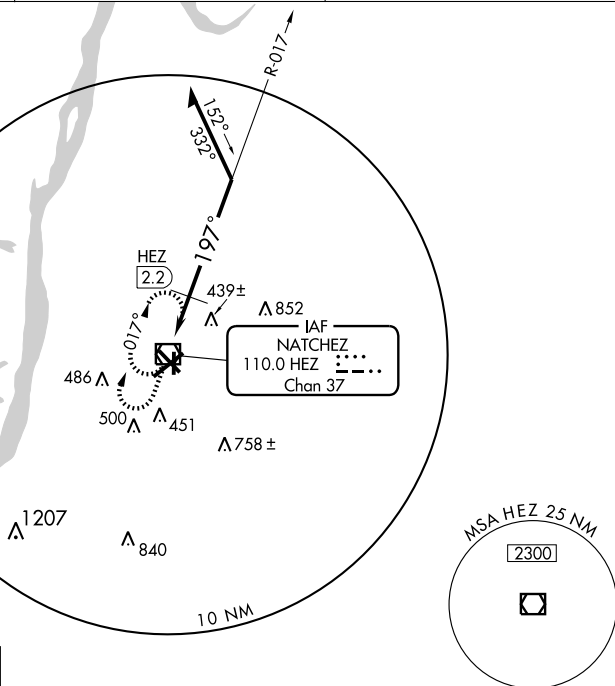
VOR RWY 18

**A** NA Inoperative table does not apply.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

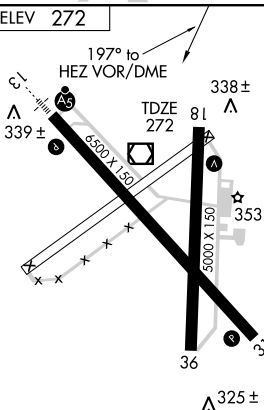
AWOS-3  
124.675

HOUSTON CENTER  
120.97 299.6

UNICOM  
122.8 (CTAF) **L**

SC-4. 17 DEC 2009 to 14 JAN 2010

ELEV 272



HIRL Rwy 13-31  
MIRL Rwy 18-36 **L**

Knots	60	90	120	150	180
Min:Sec					

VOR/DME

Remain within 10 NM

HEZ

2.2

800

1900

017°

197°

2.2 NM

CATEGORY	A	B	C	D
S-18	800-1	528 (600-1)	800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1	528 (600-1)	800-1½ 528 (600-1½)	840-2 568 (600-2)

**DME MINIMUMS**

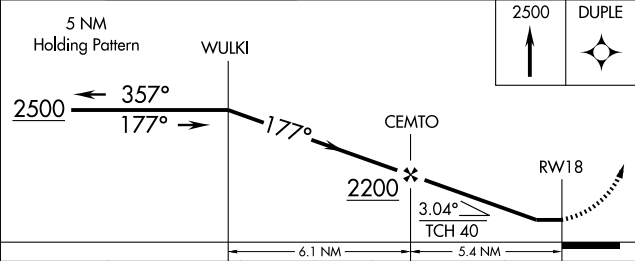
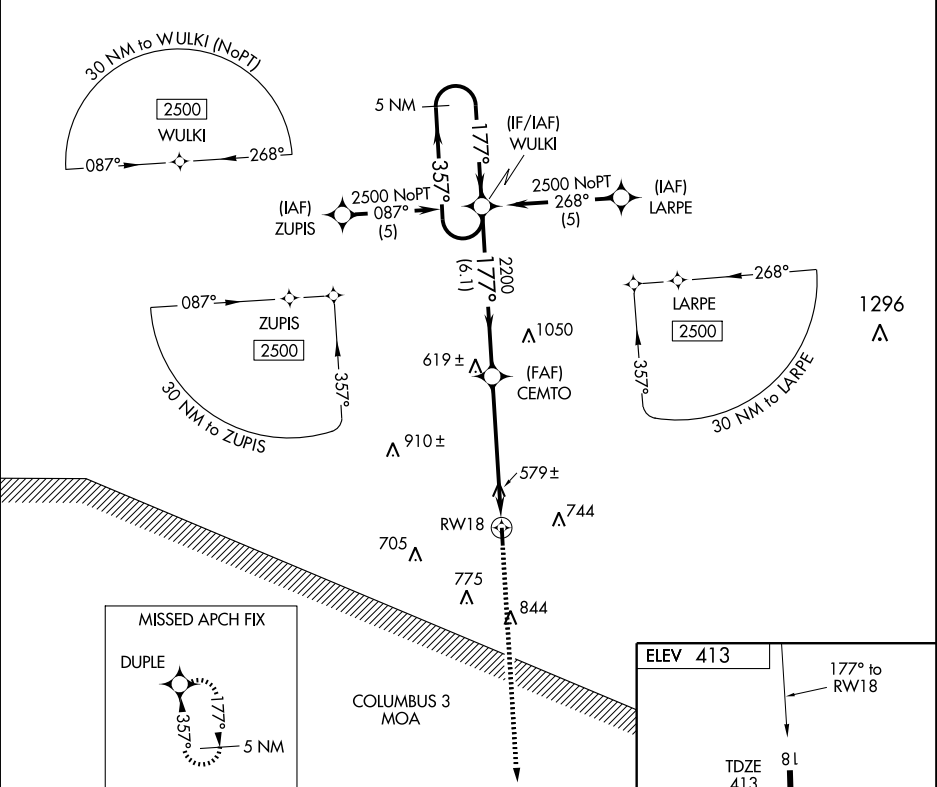
S-18	700-1	428 (500-1)	700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)

APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

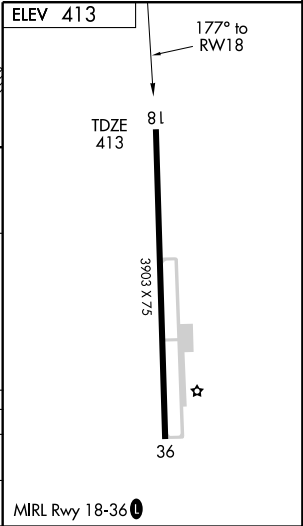
RNAV (GPS) RWY 18  
NEW ALBANY-UNION CO (M72)

NA	Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2500 direct DUPE and hold.
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TUPELO ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)
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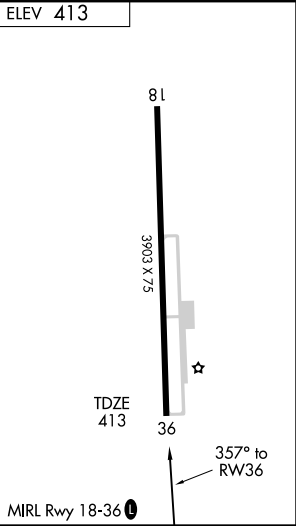
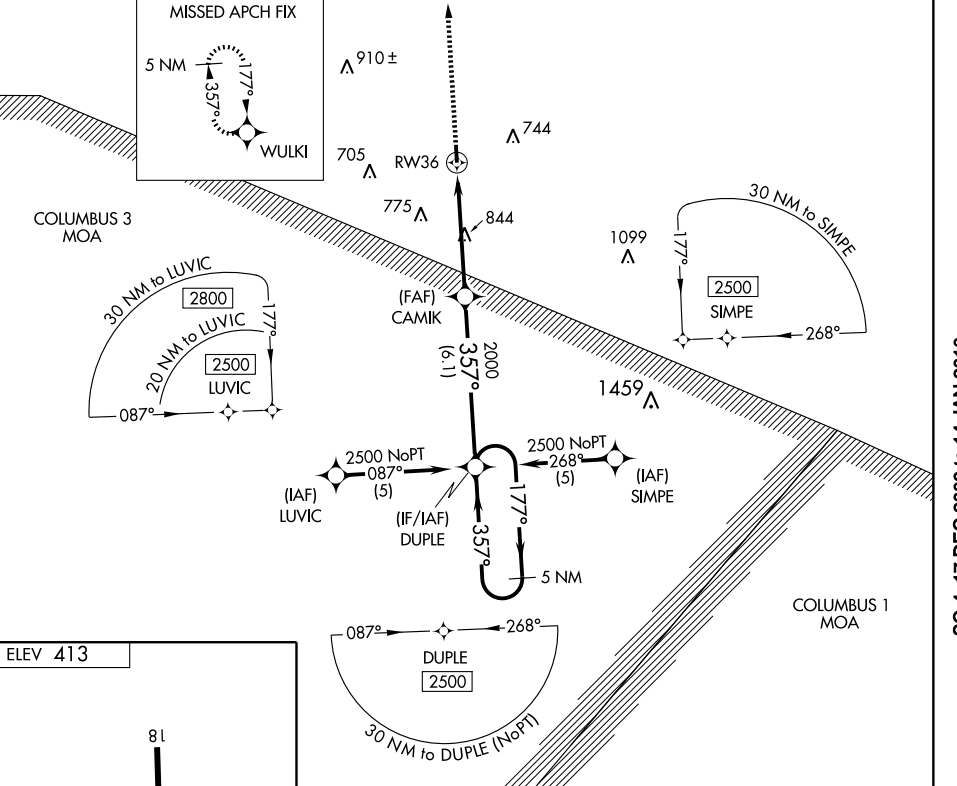
CATEGORY	A	B	C	D
LNAV MDA	900-1	487 (500-1)	900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1	527 (600-1)	940-1½ 527 (600-1½)	NA



Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUPELO ASOS <b>133.525</b>	<b>MEMPHIS CENTER</b> <b>135.9 273.55</b>	UNICOM <b>122.8 (CTAF) 1</b>
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2500 WULKI	5 NM Holding Pattern			
RW36	CAMIK	DUPE	2500	
4.8 NM	6.1 NM			
CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1 1/4 807 (900-1 1/4)	1220-2 1/4 807 (900-2 1/4)	NA
CIRCLING	1220-1 807 (900-1)	1220-1 1/4 807 (900-1 1/4)	1220-2 1/4 807 (900-2 1/4)	NA

RNAV (GPS) RWY 18

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)



**ANA**

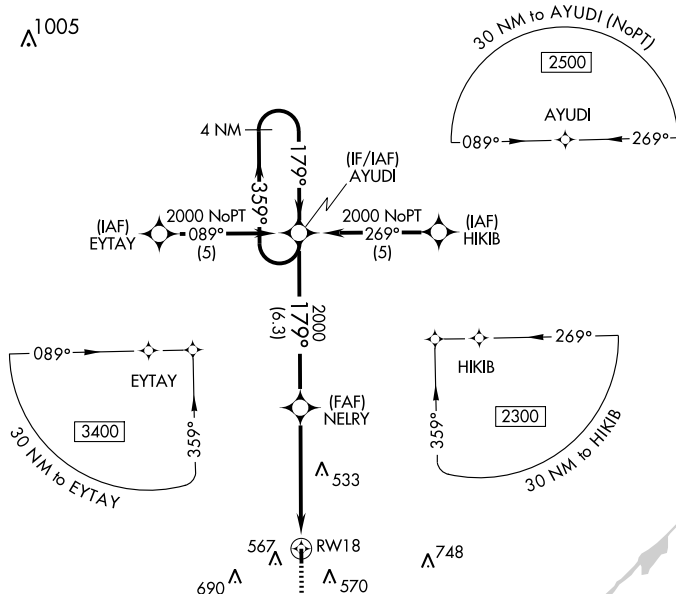
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 2000 direct MUMDE and hold.

CTAF

126.075 229.15

122.9 L



MISSED APCH FIX  
MUMDE

179°  
359°  
4 NM

4 NM  
Holding Pattern

AYUDI

NEIRY

2000

MUMDE

$$\begin{array}{c} \leftarrow 359^\circ \\ \underline{2000} \quad \quad \quad 179^\circ \rightarrow \quad \quad \quad 2000 \\ \quad \quad \quad 179^\circ \rightarrow \end{array}$$

RW18

3.04°  
TCH 40

CATEGORY	A	B	C	D
INAV MDA	820-1	485 (500-1)	820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA

MIRL Rwy 18-36 **L**

APP CRS  
**359°**

Rwy Idg  
TDZE  
**335**

Apt Elev  
**335**

RNAV (GPS) RWY 36

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct AYUDI and hold.

COLUMBUS APP CON ★  
**126.075 229.15**

CTAF  
**122.9 0**

The main diagram illustrates the RNP approach for Runway 36. Key waypoints and altitudes include: VUZLI (3400), IXXEW (636), MUMDE (2310), and AYUDI (567). The approach path involves a 4 NM holding pattern at 2000 feet, followed by a descent to 359° and a final approach to RW36. A missed approach fix is shown at 4 NM from AYUDI. A map of the area shows the proximity to VUZLI, ORDIN, and MUMDE.

4 NM Holding Pattern				
<div>2000 ← 179° 359° → 2000</div>				
<div>6.3 NM 5 NM</div>				
CATEGORY	A		B	D
LNAV MDA	860-1		525 (600-1)	NA
CIRCLING	920-1		585 (600-1)	NA

ELEV 335

MIRL Rwy 18-36 0

81

3200 X 60

TDZE 335

36

359° to RW36

SC-4. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OLV	APP CRS	Rwy Idg	6000
109.3	179°	TDZE	402
Chan 30		Apt Elev	402

# ILS or LOC RWY 18

## OLIVE BRANCH (OLV)

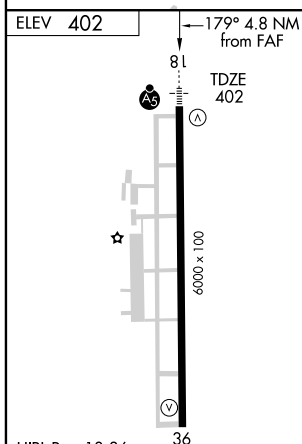
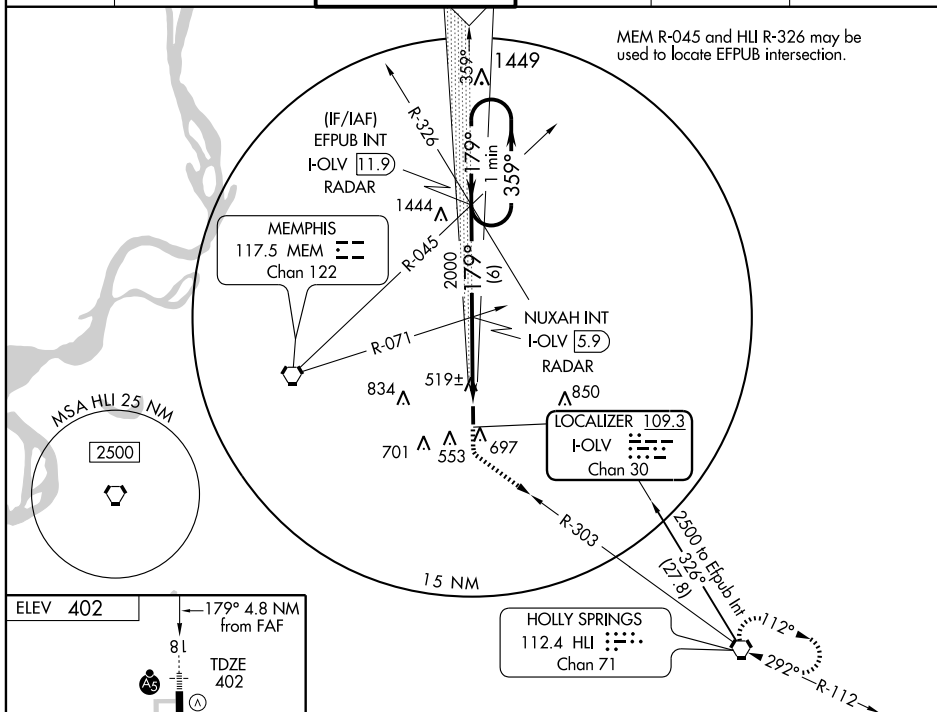
**▼** When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR



**MISSED APPROACH:** Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

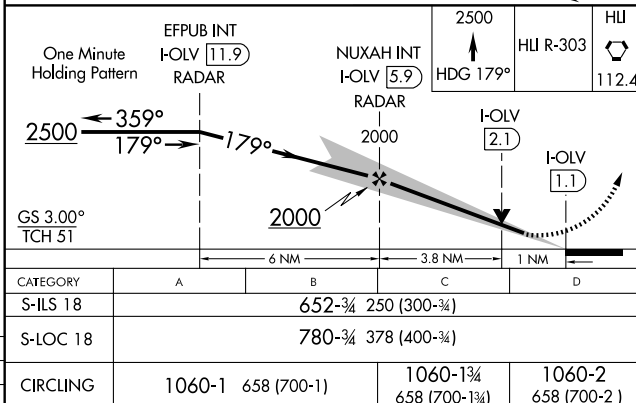
ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) 0	121.2	121.2	122.7



HIRL Rwy 18-36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



▼

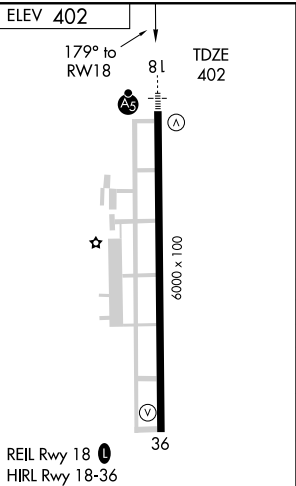
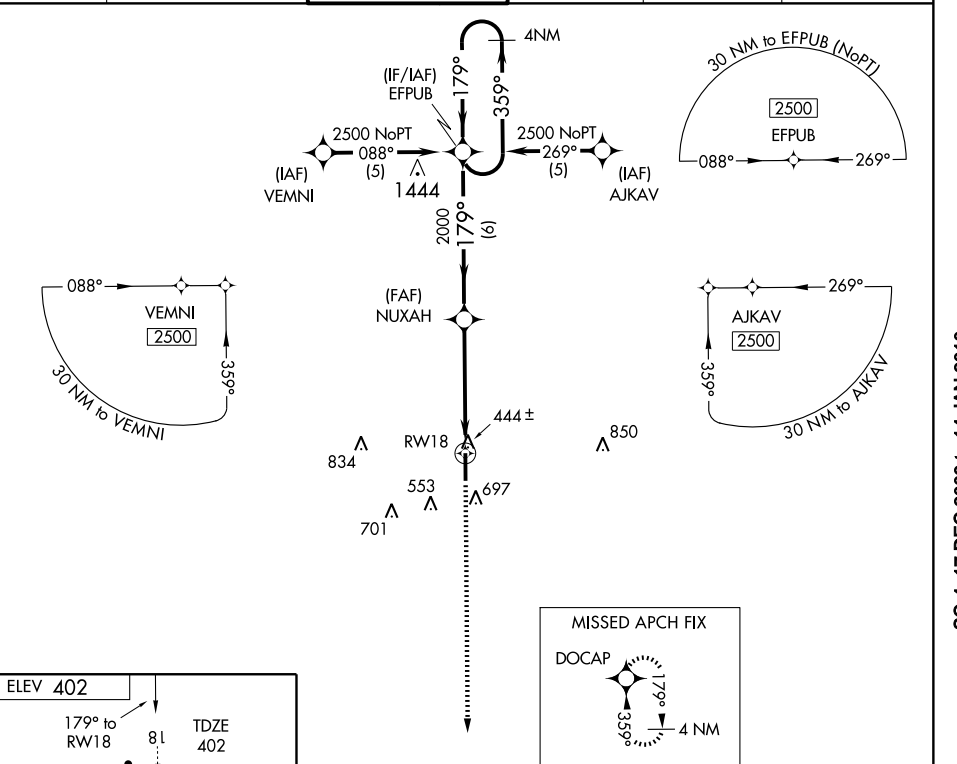
▲

If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting.  
BARO-VNAV NA below -1.5°C (5°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 121.0 125.8 338.3	OLIVE BRANCH TOWER 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.7
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4 NM Holding Pattern				EFPUB	*LNAV only		2800	DOCAP
2500				359°	179°	179°		
GS 3.00°								
TCH 51								
VGSI and RNAV glidepath not coincident.								
				6 NM	3.7 NM	1.1		
CATEGORY	A		B		C		D	
LPV DA			652-3/4		250 (300-3/4)			
LNAV/ VNAV DA			702-1		300 (300-1)			
LNAV MDA	780-1		378 (400-1)				780-1 1/4	
								378 (400-1 1/4)
CIRCLING	1060-1		658 (700-1)		1060-1 3/4		1060-2	
								658 (700-2)

SC-4. 17 DEC 2009 to 14 JAN 2010

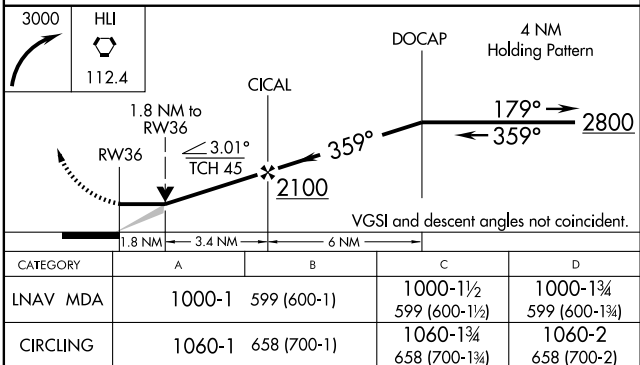
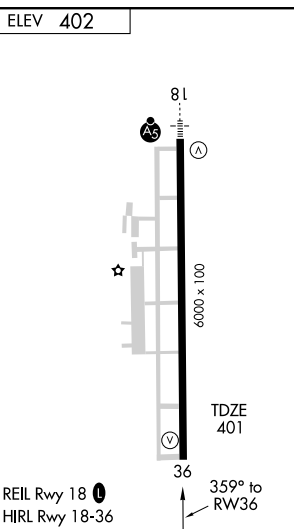
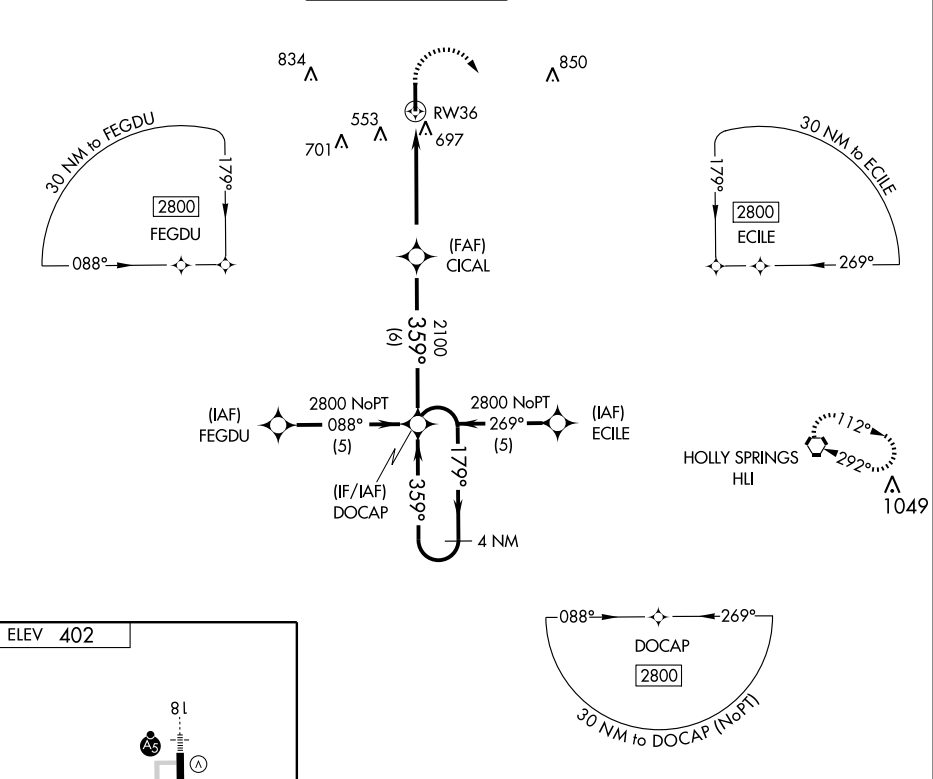


APP CRS	Rwy Idg	6000
359°	TDZE	401
	Apt Elev	402

**▼** If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.  
**▲** NA  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) <b>0</b>	121.2	121.2	122.7



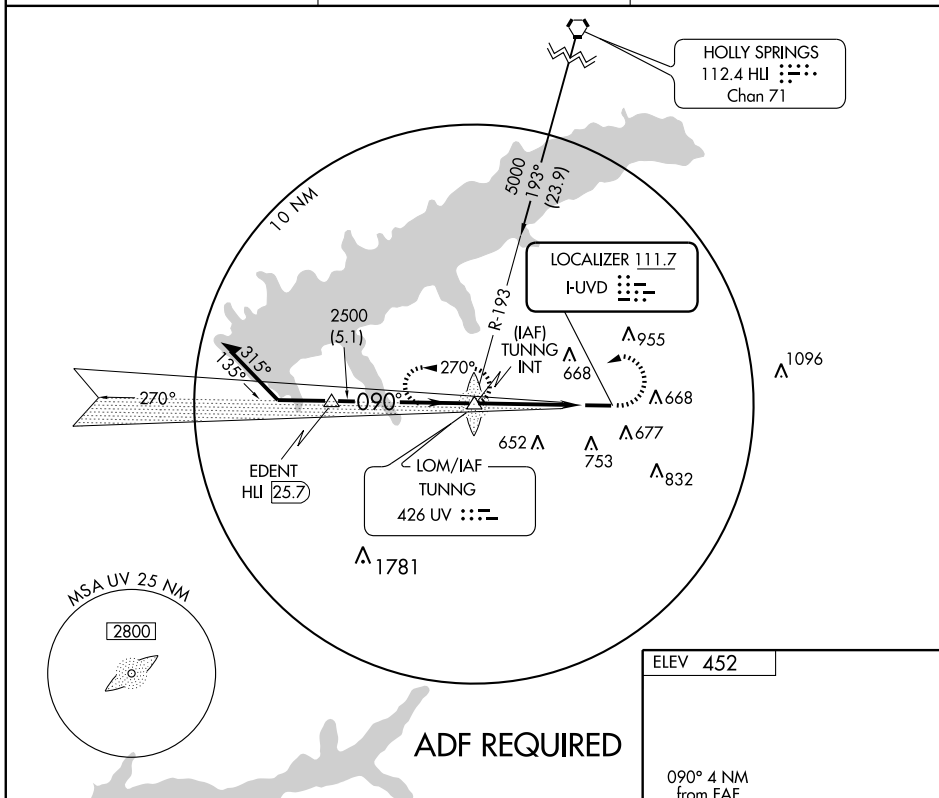
LOC I-UVD <b>111.7</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>418</b> <b>452</b>
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# LOC RWY 9

OXFORD/ UNIVERSITY-OXFORD (UOX)

<p>▼</p> <p>NA</p> <p>Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.</p>
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AWOS-3 <b>132.725</b>	MEMPHIS CENTER <b>128.5 381.4</b>	UNICOM <b>123.0 (CTAF)</b>
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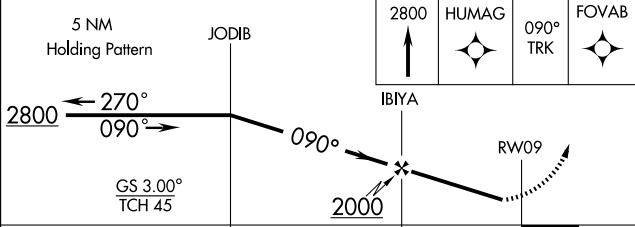
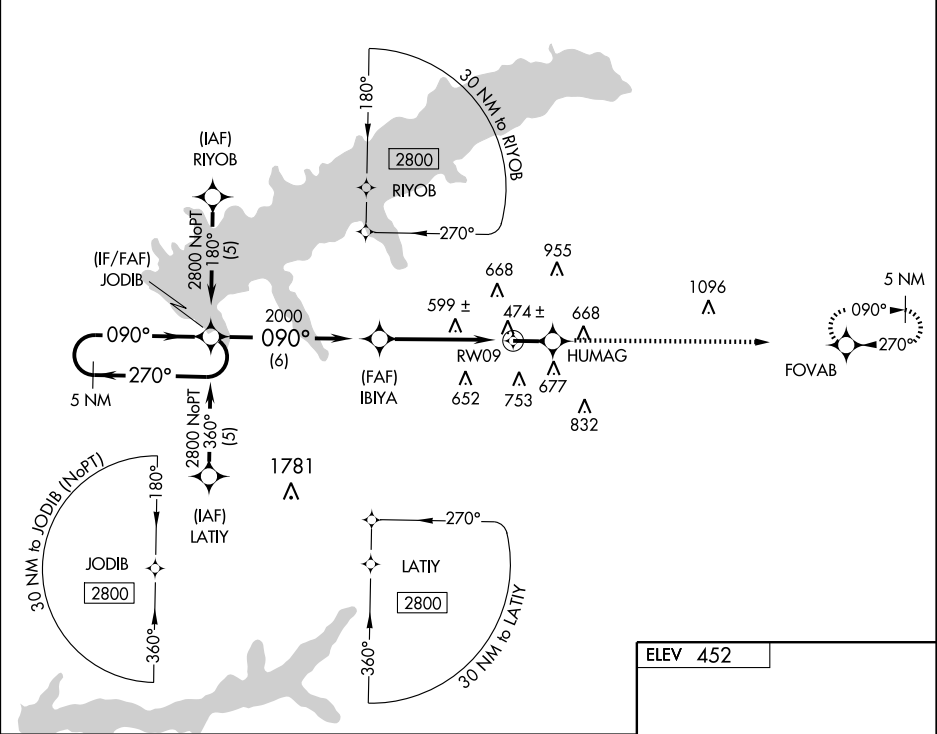
<p>Remain within 10 NM</p> <p>2500</p> <p>270°</p> <p>090°</p> <p>2000</p> <p>3.66° TCH 45</p> <p>4 NM</p>				<p>1100</p> <p>2500</p> <p>UV</p> <p>426</p>	<p>ELEV 452</p> <p>090° 4 NM from FAF</p> <p>0.7% UP</p> <p>5600 X 100</p> <p>538±</p> <p>27</p> <p>TDZE 418</p> <p>457</p>
CATEGORY	A	B	C	D	
S-9	840-1	422 (400-1)	840-1¼	422 (400-1¼)	
CIRCLING	980-1	528 (600-1)	1060-1¾	608 (700-1¾)	1060-2
			608 (700-2)	608 (700-2)	
					<p>MIRL Rwy 9-27</p> <p>REIL Rwy 27</p> <p>FAF to MAP 4 NM</p>
					<p>Knots</p> <p>60 90 120 150 180</p> <p>Min:Sec</p> <p>4:00 2:40 2:00 1:36 1:20</p>

WAAS CH <b>77800</b> <b>W09A</b>	APP CRS <b>090°</b>	Rwy Idg <b>5600</b> TDZE <b>418</b> Apt Elev <b>452</b>
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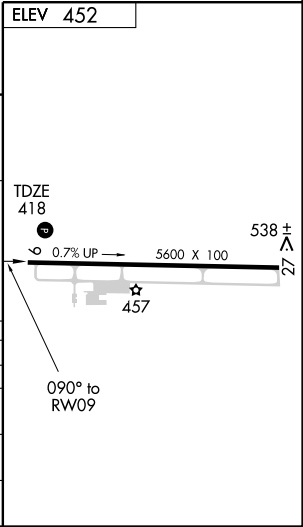
RNAV (GPS) RWY 9  
OXFORD/ UNIVERSITY- OXFORD (UOX)

<p><b>▼</b> For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.</p> <p><b>▲ NA</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.</p>
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AWOS-3 <b>132.725</b>	MEMPHIS CENTER <b>128.5 381.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		668-1	250 (300-1)	
LNAV/VNAV DA		876-1¾	458 (500-1¾)	
LNAV MDA	920-1	502 (500-1)	920-1½	502 (500-1½)
CIRCLING	980-1	528 (600-1)	1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)





OXFORD, MISSISSIPPI

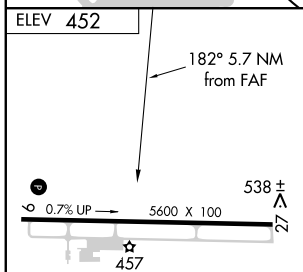
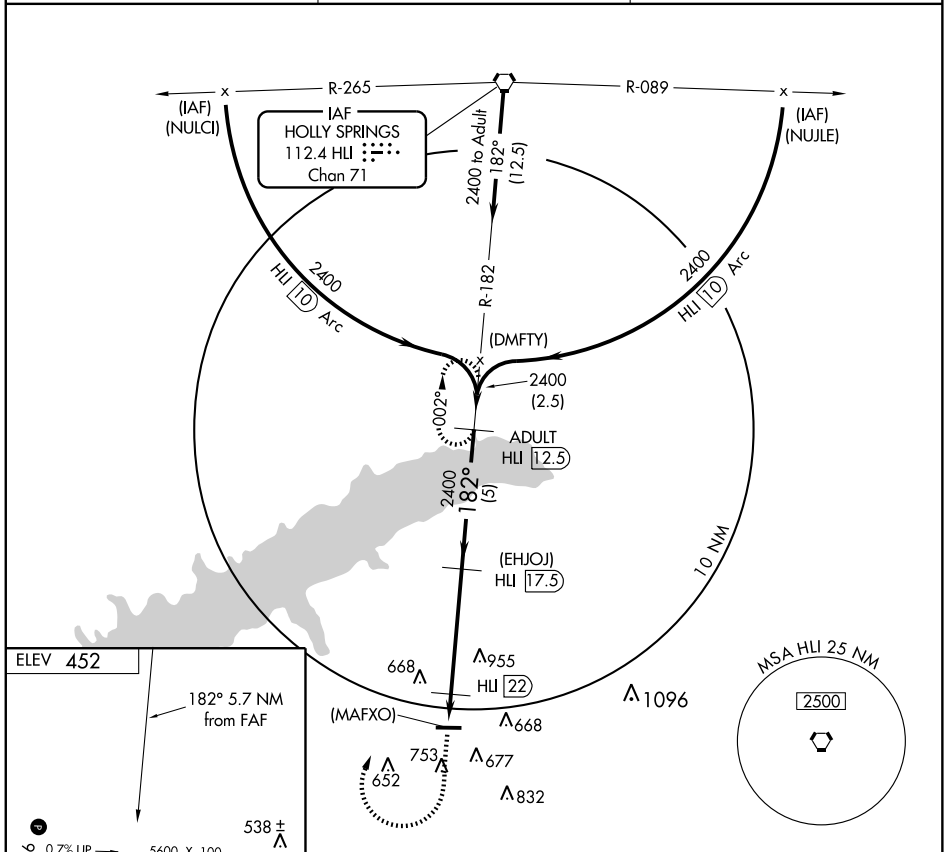
AL-5327 (FAA)

VORTAC HLI <b>112.4</b> Chan <b>71</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>452</b>
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# VOR/DME or GPS-A OXFORD/ UNIVERSITY-OXFORD (UOX)

<p>▼</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.</p>
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<p>AWOS-3 <b>132.725</b></p>	<p>MEMPHIS CENTER <b>128.5 381.4</b></p>	<p>UNICOM <b>123.0 (CTAF) 0</b></p>
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<div><div>1800</div><div>2400</div><div>ADULT HLI 12.5</div><div>HLI R-182</div></div>		<div><div>(EHJOJ) HLI 17.5</div><div>Procedure Turn NA</div><div>ADULT HLI 12.5</div></div>		
<div><div>(MAFXO) HLI 23.2</div><div>HLI 22</div><div>1340</div><div>182°</div><div>182°</div><div>2400</div></div>		<div><div>2400</div></div>		
<div><div>1.2</div><div>4.5 NM</div><div>5 NM</div></div>				
CATEGORY	A	B	C	D
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)

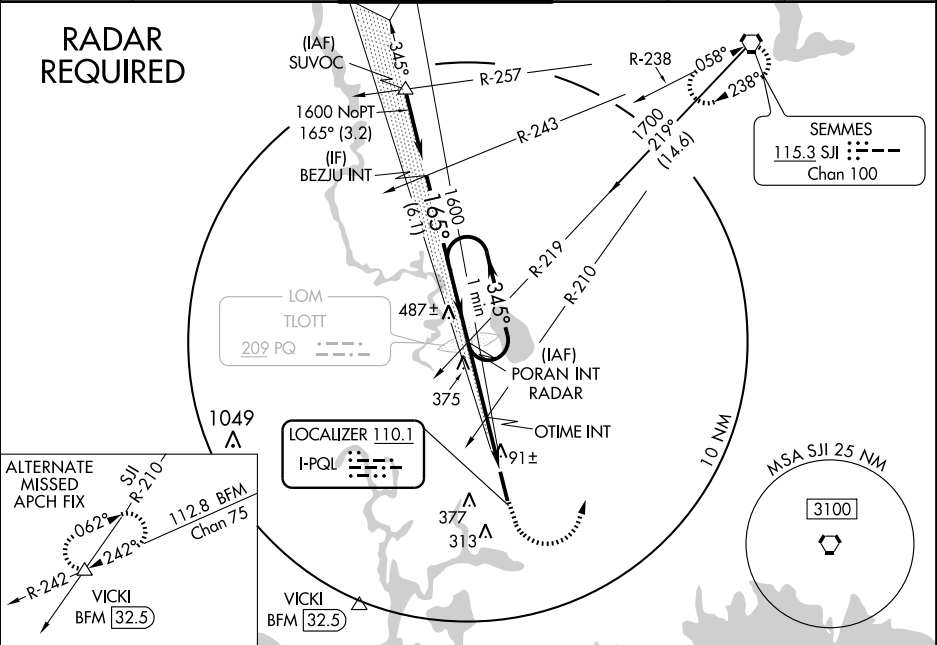
SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-PQL	APP CRS	Rwy Idg	6500
110.1	165°	TDZE	17
		Apt Elev	17

ILS or LOC RWY 17  
PASCAGOULA/TRENT LOTT INTL (PQL)

<div><div></div><div></div></div> <div>If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.</div>	<div><div></div><div></div></div> <div>MALS</div>	<div>MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.</div>
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ATIS 135.175	MOBILE APP CON * 121.0 307.1	TRENT LOTT TOWER * 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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One Minute Holding Pattern		VGSI and ILS glidepath not coincident.		<div><div>900</div><div>↑</div></div>	<div><div>2000</div><div>↷</div></div>	<div><div>SJI</div><div>115.3</div><div></div></div>	<div><div>ELEV 17</div><div></div></div>
		PORAN INT RADAR				165° 4.8 NM from FAF	
		OTIME INT				TDZE 17	
						6500 X 100	
CATEGORY	A	B	C	D			
S-ILS 17	217-½		200 (200-½)				
S-LOC 17	680-½ 663 (700-½)		680-1¼ 663 (700-1¼)		680-1½ 663 (700-1½)		
CIRCLING	680-1 663 (700-1)		680-1¾ 663 (700-1¾)		680-2 663 (700-2)		
OTIME FIX MINIMUMS							
S-LOC 17	360-½ 343 (400-½)		360-¾ 343 (400-¾)				
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)			
MIRL Rwy 17-35  35							
FAF to MAP 4.8 NM							
Knots		60	90	120	150	180	
Min:Sec		4:48	3:12	2:24	1:55	1:36	

WAAS CH <b>58204</b> <b>W17A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev <b>17</b>	<b>6500</b> <b>17</b> <b>17</b>
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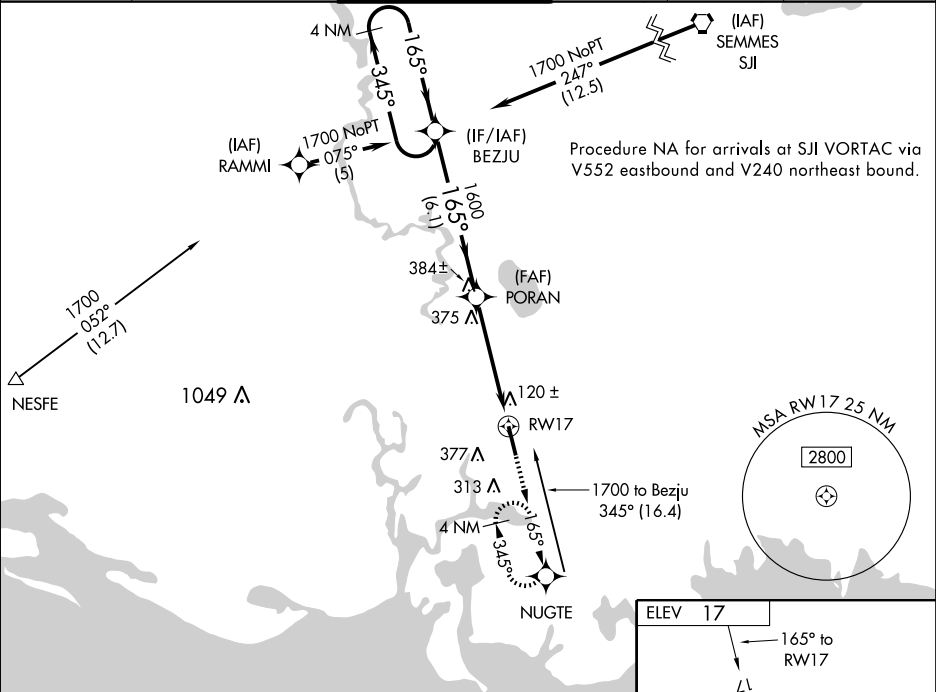
**RNAV (GPS) RWY 17**  
PASCAGOULA/TRENT LOTT INTL (PQL)

**BARO-VNAV NA** when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

**MALSR**  
A5

**MISSED APPROACH:**  
Climb to 1700 direct NUGTE and hold.

ATIS <b>135.175</b>	MOBILE APP CON * <b>121.0 307.1</b>	TRENT LOTT TOWER * <b>118.575 (CTAF) 0</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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VGSI and RNAV glidepath not coincident. \*LNAV only

4 NM Holding Pattern BEZJU

1700 ← 345° / 165° →

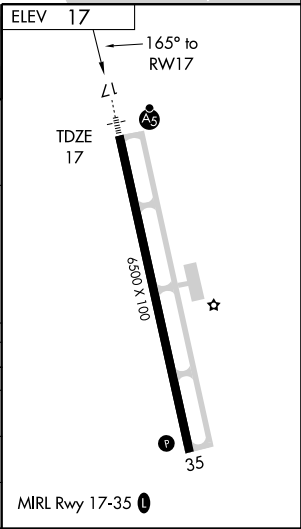
GS 3.00° TCH 50

1700 NUGTE

1600

6.1 NM 3 NM 1.8 NM

CATEGORY	A	B	C	D
LPV DA	217-1½ 200 (200-½)			
LNAV/VNAV DA	436-1 419 (500-1)			
LNAV MDA	640-½ 623 (700-½)	640-1¼ 623 (700-1¼)		640-1½ 623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¼ 663 (700-1¼)	680-2 663 (700-2)



RNAV (GPS) RWY 35

PASCAGOULA/TRENT LOTT INTL (PQL)

WAAS	APP CRS	Rwy Idg	6500
CH 72904	345°	TDZE	17
W35A		Apt Elev	17

BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

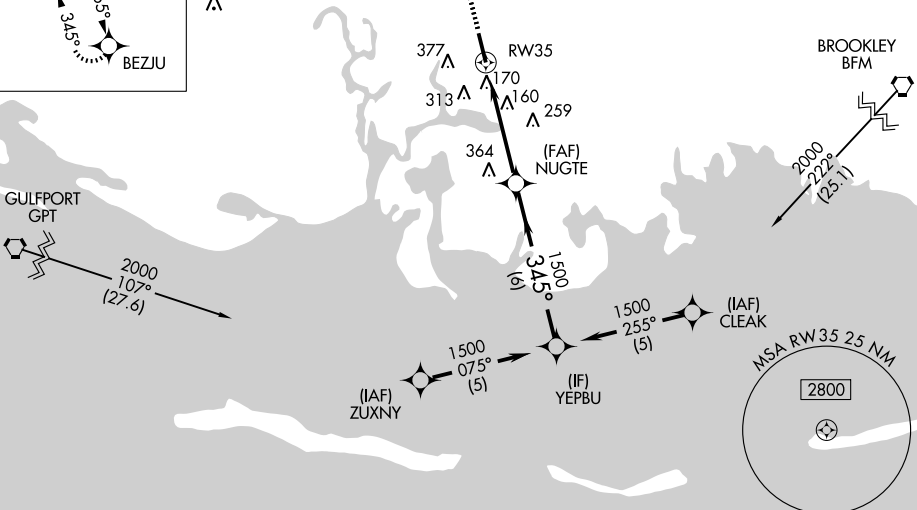
ATIS 135.175	MOBILE APP CON * 121.0 307.1	TRENT LOTT TOWER * 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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MISSED APCH FIX

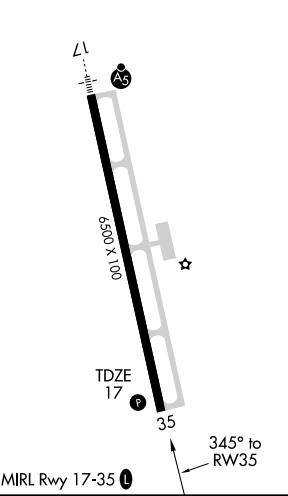


Δ 1049

Procedure NA for arrivals at GPT VORTAC via V20 southwest bound, and arrivals at BFM VORTAC via V198 northeast bound.



ELEV 17



1700	BEZJU				
*LNAV only		*1.3 NM to RWY35			
		RWY35	NUGTE	YEPBU	Procedure Turn NA
		1.3	3.2 NM	6 NM	GS 3.00° TCH 45
CATEGORY	A	B	C	D	
LPV DA	323-1 306 (400-1)				
LNAV/VNAV DA	598-2 581 (600-2)				
LNAV MDA	480-1	463 (500-1)	480-1 1/4 463 (500-1 1/4)	480-1 1/2 463 (500-1 1/2)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)	

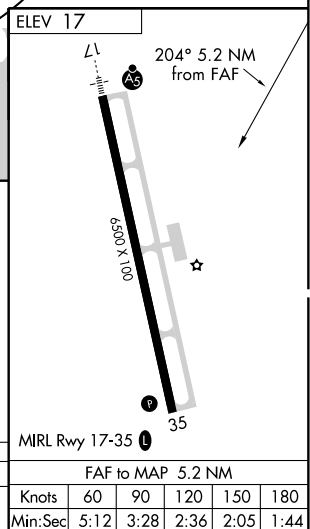
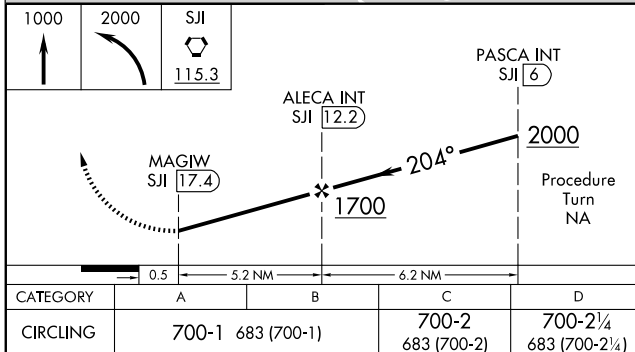
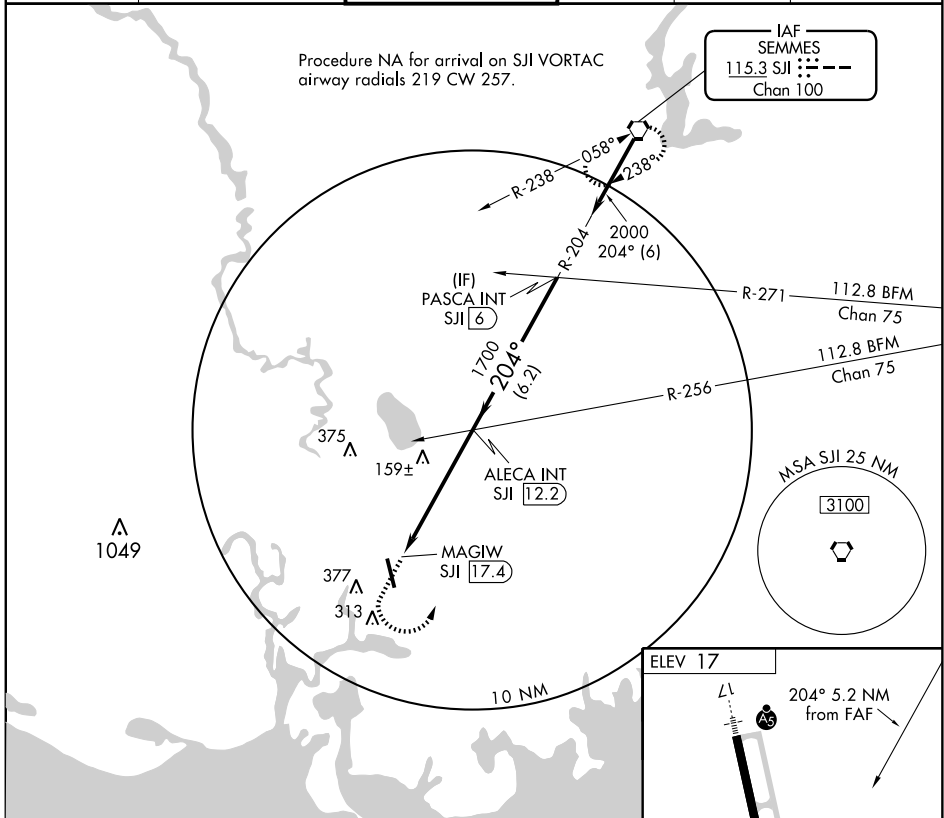


VORTAC SJI <b>115.3</b> Chan <b>100</b>	APP CRS <b>204°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>17</b>
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**V** If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS <b>135.175</b>	MOBILE APP CON ★ <b>121.0 307.1</b>	TRENT LOTT TOWER ★ <b>118.575</b> (CTAF) <b>0</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	700-1 683 (700-1)		700-2 683 (700-2)	700-2 1/4 683 (700-2 1/4)	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44



NDB MPE  
219APP CRS  
015°

Rwy Idg	<b>5001</b>
TDZE	<b>458</b>
Apt Elev	<b>458</b>

**NDB RWY 36**  
PHILADELPHIA MUNI (MPE)



When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility  $\frac{1}{4}$  mile, Cat C visibility  $\frac{1}{2}$  mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

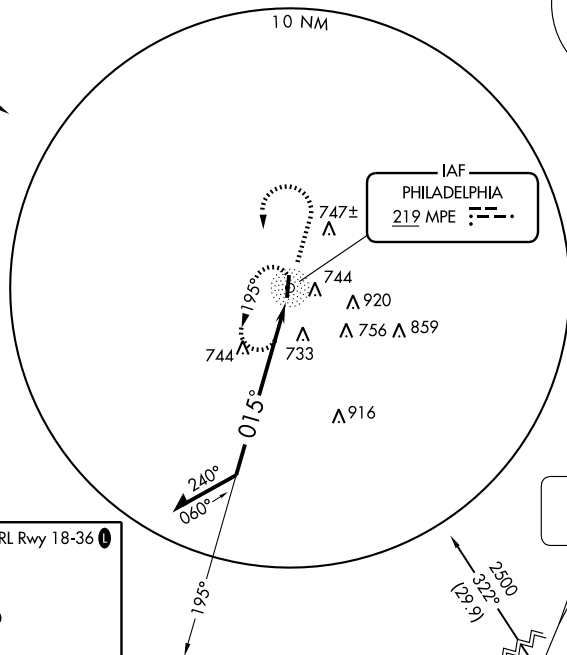
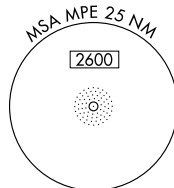
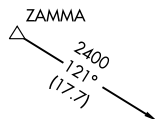


**A NA**

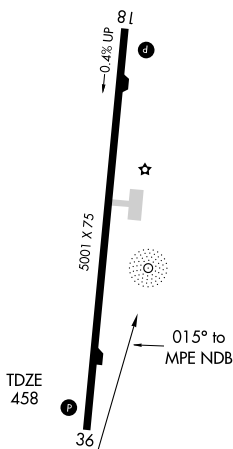
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS  
118.725

MEMPHIS CENTER  
132.75 263.0

UNICOM  
123.0 (CTAF) 

ELEV 458

MIRL Rwy 18-36 **L**

Remain  
within 10 NM

NDB

2400

195°-

[illegible]

2000

2400

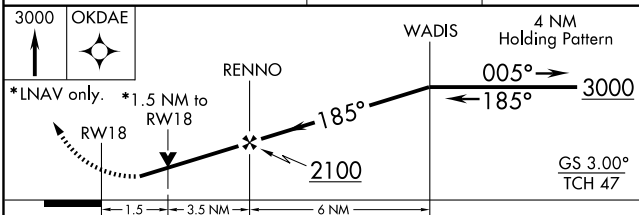
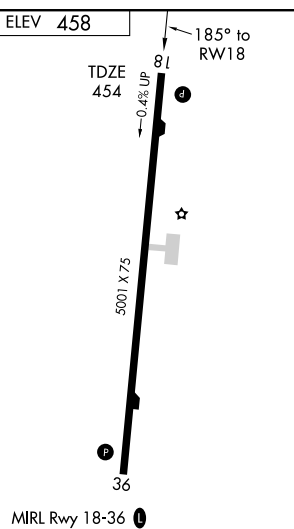
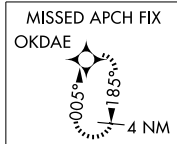
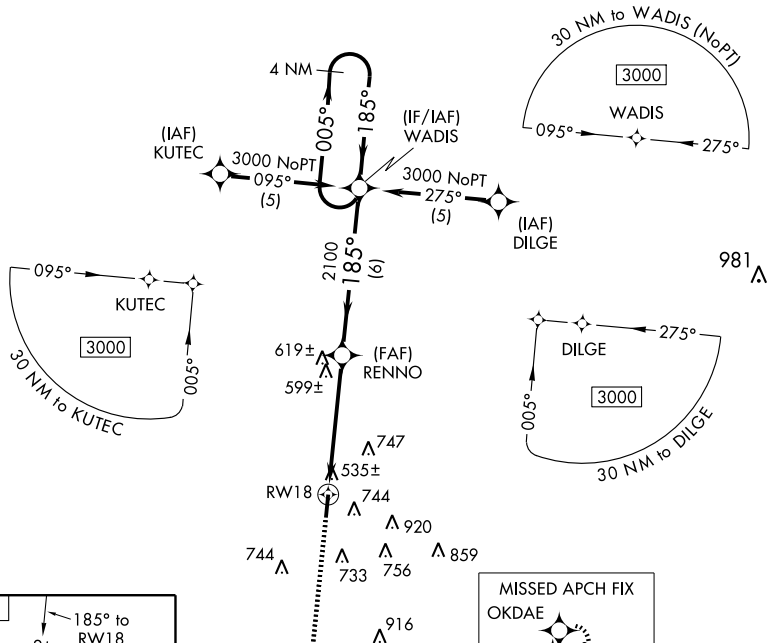
MPE

219

CATEGORY	A	B	C	D
S-36	1140-1	682 (700-1)	1140-2 682 (700-2)	NA
CIRCLING	1140-1	682 (700-1)	1140-2 682 (700-2)	NA

RNAV (GPS) RWY 18  
PHILADELPHIA MUNI (MPE)

**MISSED APPROACH:**  
Climb to 3000 direct  
OKDAE and hold.

UNICOM  
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA		774-1¼	320 (400-1¼)	
RNAV/ VNAV DA		850-1½	396 (400-1½)	
RNAV MDA	960-1	506 (600-1)	960-1½	506 (600-1½)
CIRCLING	1060-1	602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

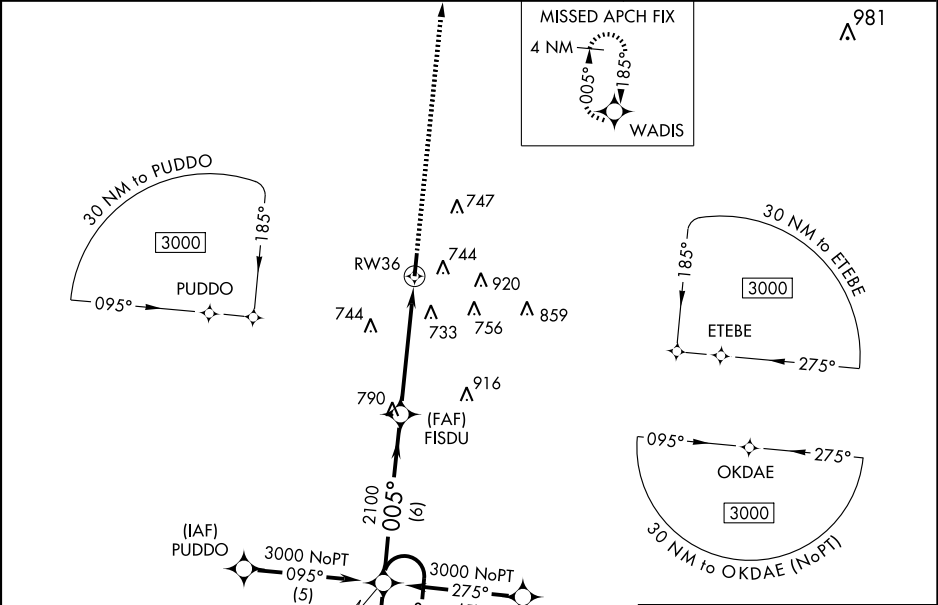
WAAS CH <b>48915</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev <b>5001</b> <b>458</b> <b>458</b>
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RNAV (GPS) RWY 36  
PHILADELPHIA MUNI (MPE)

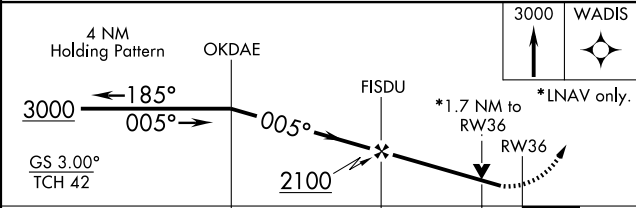
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
WADIS and hold.

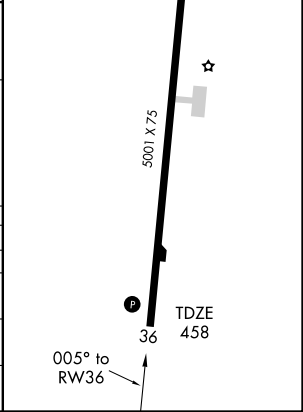
ASOS <b>118.725</b>	MEMPHIS CENTER <b>132.75 263.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 458  
MIRL Rwy 18-36 0.4% UP



CATEGORY	A	B	C	D
LPV DA	838-1¼	380 (400-1¼)		
LNAV/VNAV DA	1107-2¼	649 (700-2¼)		
LNAV MDA	1040-1 582 (600-1)	1040-1½ 582 (600-1¼)	1040-1¾ 582 (600-1¾)	
CIRCLING	1060-1 602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)	

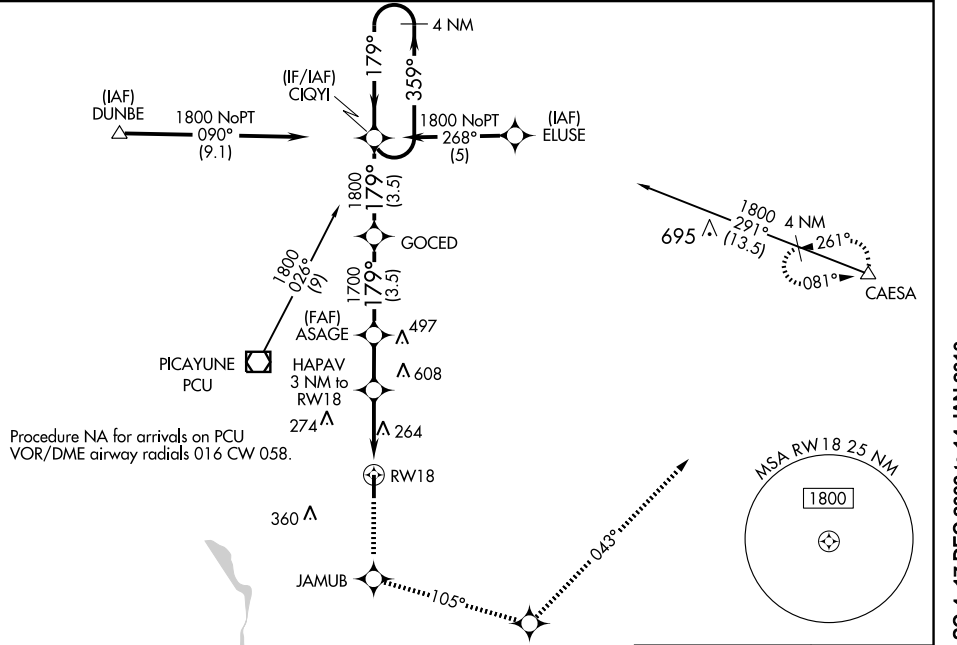


**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

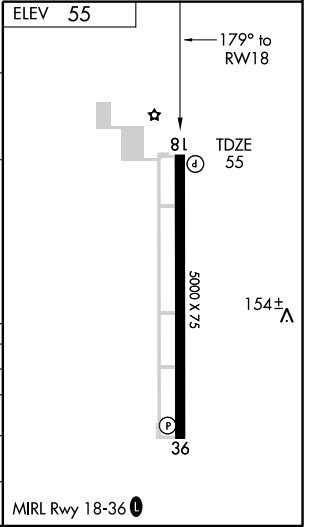
**A**

**MISSED APPROACH:** Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident.					
4 NM Holding Pattern			1800 ↑ JAMUB 105° TRK KAKBE 043° TRK CAESA △		
CIQYI 1800 ← 359° 179° → 1800			GOCED 179° 1800 ASAGE HAPAV 3 NM to RW18 *1.4 NM to RW18 RW18 *LNAV only.		
GS 3.00° TCH 40			*1040 1700 3.5 NM 3.5 NM 2 NM 1.6 1.4		
CATEGORY	A		B	C	D
LPV DA	379-1¼		324 (400-1¼)		
LNAV/VNAV DA	586-2		531 (600-2)		
LNAV MDA	520-1	465 (500-1)	520-1½ 465 (500-1¼)	520-1½ 465 (500-1½)	
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)	



[illegible]

VOR/DME PCU	APP CRS	Rwy Idg	5000
112.2	132°	TDZE	N/A
Chan 59		Apt Elev	56

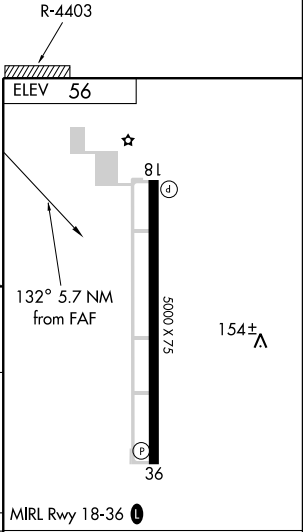
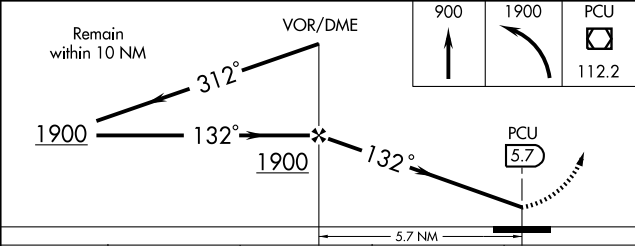
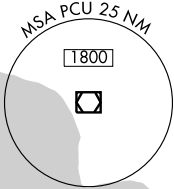
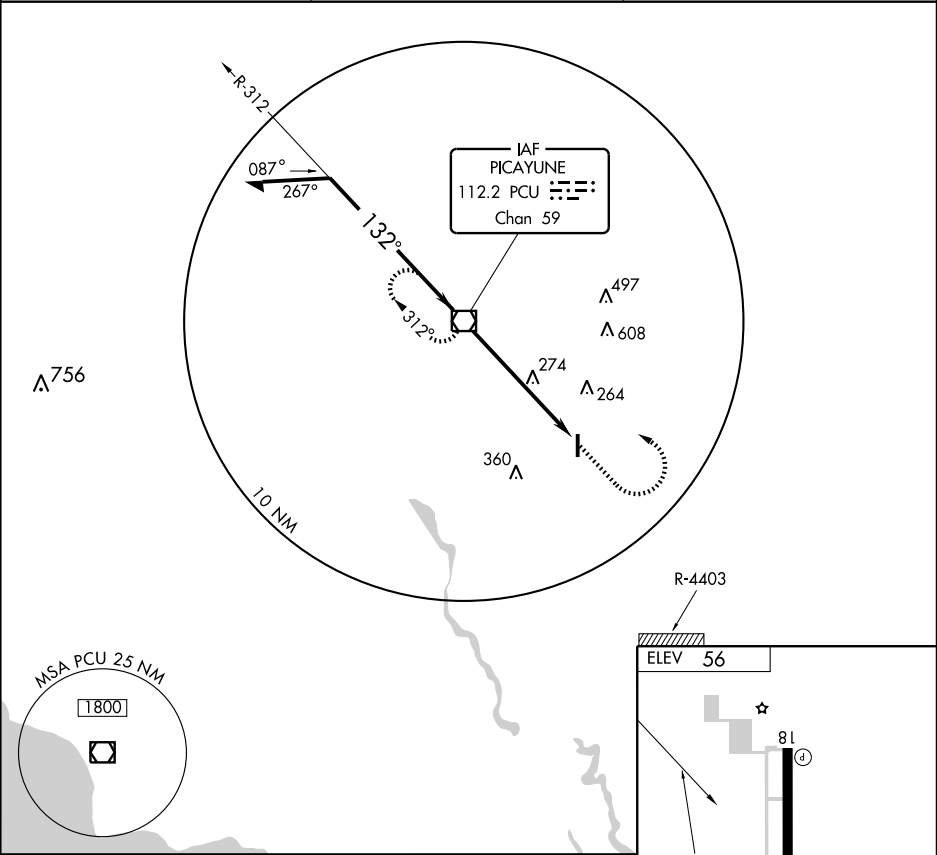
VOR-A

PICAYUNE MUNI (MJD)

▼  
▲ NA Use Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 5.7 NM					
CIRCLING	540-1	600-1	600-1½	620-2	Knots	60	90	120	150	180
	484 (500-1)	544 (600-1)	544 (600-1½)	564 (600-2)	Min:Sec	5:42	3:48	2:51	2:17	1:54



WAAS CH <b>90408</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg <b>3197</b> TDZE <b>455</b> Apt Elev <b>455</b>
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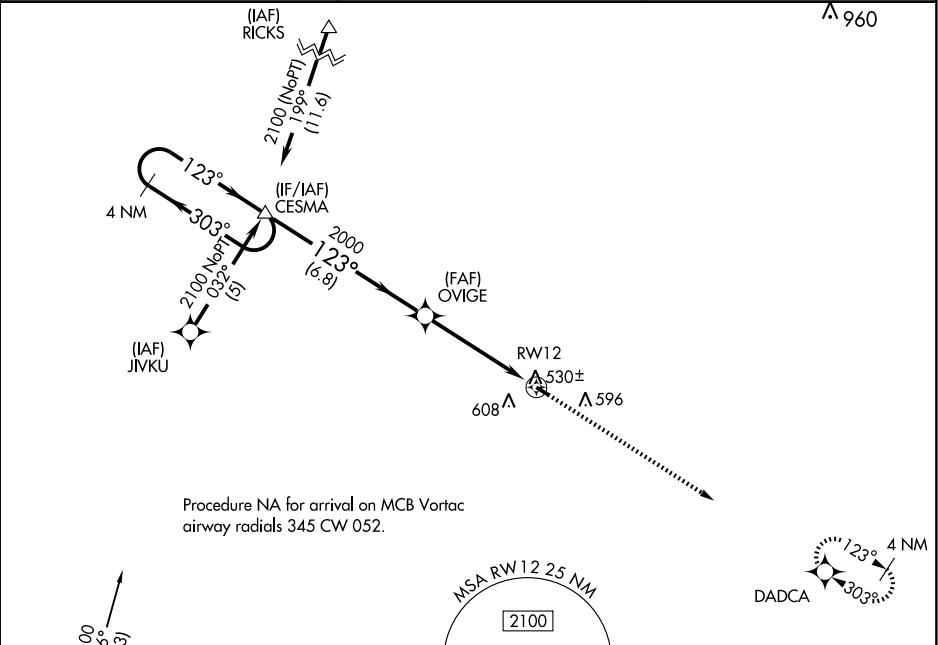
# RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

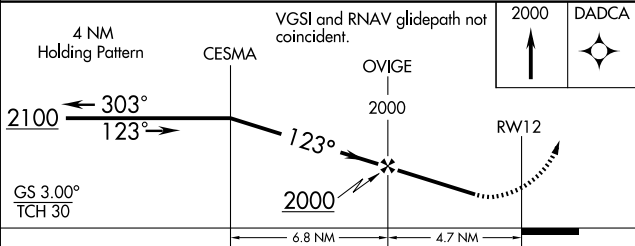
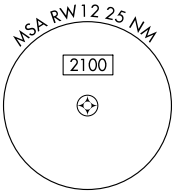
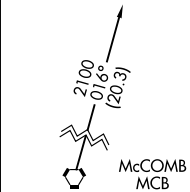
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

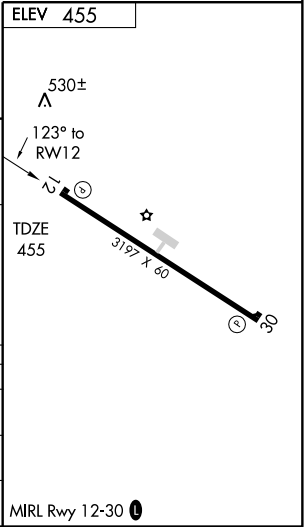
HATTIESBURG-LAUREL REGIONAL AWOS-3 <b>128.325</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>122.8 (CTAF) 121.9 0</b>
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Procedure NA for arrival on MCB Vortac  
airway radials 345 CW 052.



CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
RNAV MDA	880-1	425 (500-1)	880-1¼ 425 (500-1¼)	NA
CIRCLING	1020-1	565 (600-1)	1020-1½ 565 (600-1½)	NA



WAAS  
CH 61208  
W30A

APP CRS  
303°

Rwy Idg	<b>3197</b>
TDZE	<b>455</b>
Apt Elev	<b>455</b>

## RNAV (GPS) RWY 30

PRENTISS-JEFFERSON DAVIS COUNTY (M43)



Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction



**A** NA by helicopters NA.

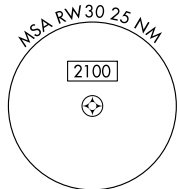
**MISSED APPROACH:** Climb to 2100 direct CESMA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3  
128.325

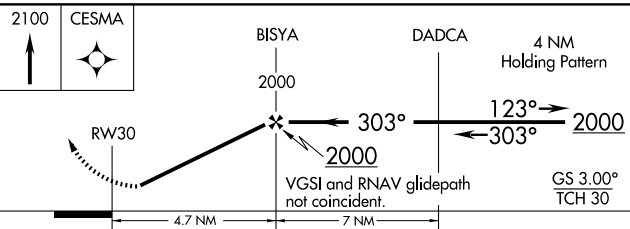
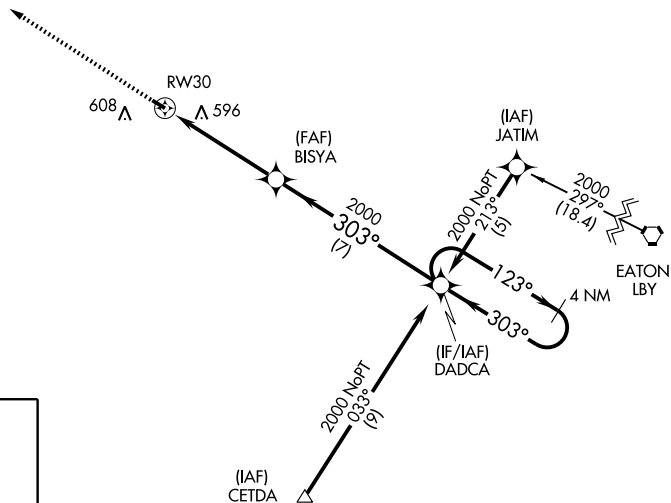
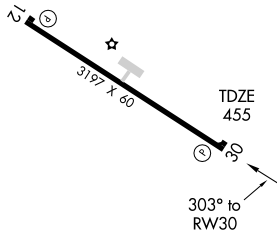
HOUSTON CENTER  
126.8 327.8

UNICOM  
122.8 (CTAF) 121.9 

949 Δ



ELEV 455



CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1 485 (500-1)		940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 **L**

NDB RYB <b>375</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>243</b> <b>246</b>
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NDB RWY 12

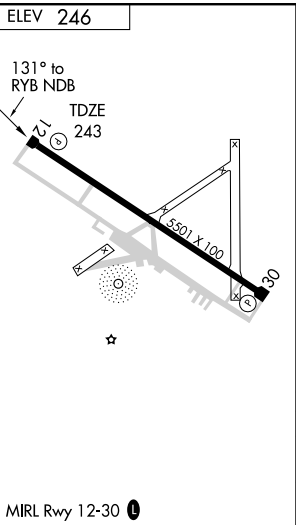
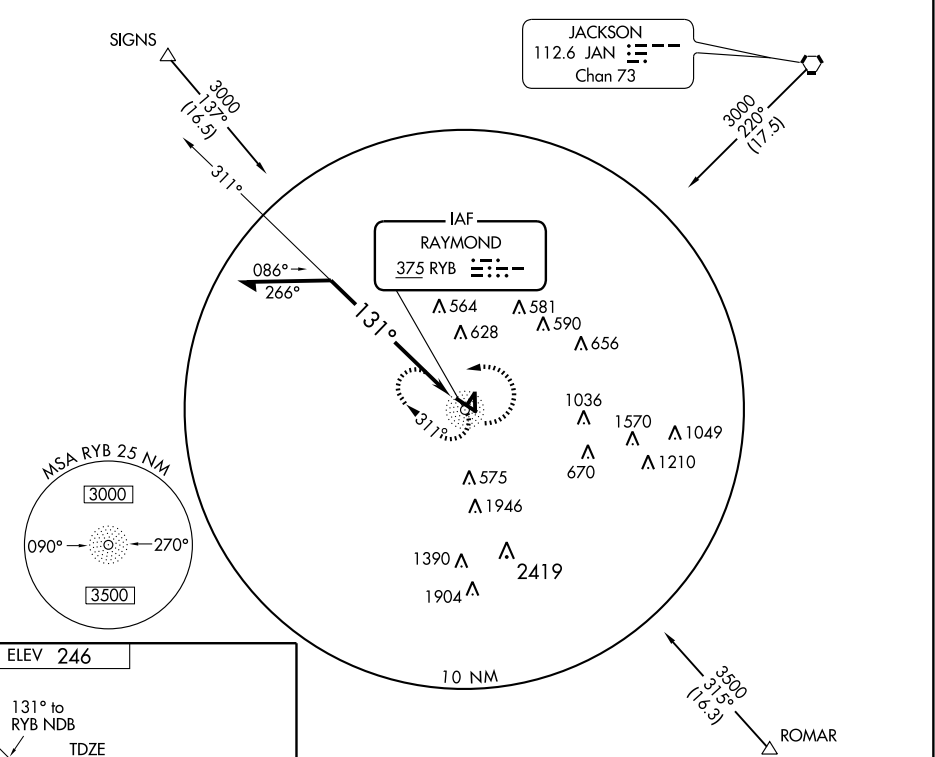
RAYMOND/ JOHN BELL WILLIAMS (M16)

▼ Use Jackson altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

AWOS-3 <b>118.675</b>	JACKSON APP CON★ <b>125.25 319.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CAUTION: Numerous towers north, east and south of airport.

Remain within 10 NM		NDB		3000	RYB
2000		311°		BRG 311°	375
3000 Prior to RYB NDB					
CATEGORY	A	B	C	D	
S-12	940-1	697 (700-1)	940-2 697 (700-2)	940-2¼ 697 (700-2¼)	
CIRCLING	940-1	694 (700-1)	940-2 694 (700-2)	1060-2¾ 814 (900-2¾)	

WAAS CH <b>50205</b> <b>W12A</b>	APP CRS <b>120°</b>	Rwy Idg <b>5501</b> TDZE <b>244</b> Apt Elev <b>247</b>
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## RNAV (GPS) RWY 12

RAYMOND/JOHN BELL WILLIAMS (M16)

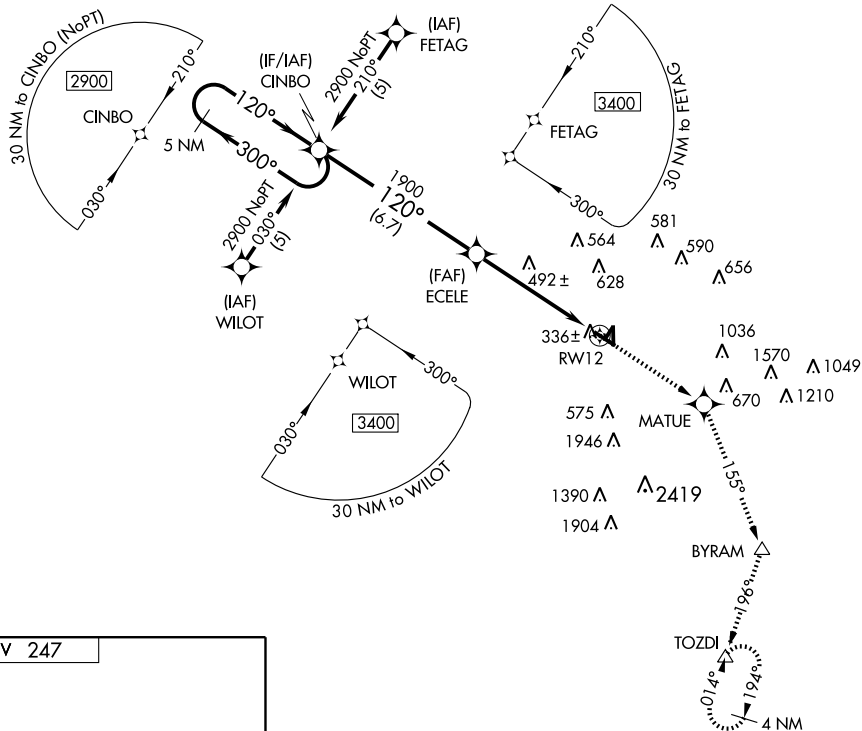
- ▼ Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins  
altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters  
NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F)  
▲ or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP  
NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

AWOS-3  
118.675

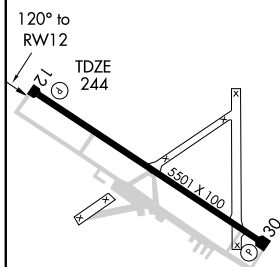
JACKSON APP CON★  
125.25 319.2

UN|COM  
122.8 (CTAF) **L**

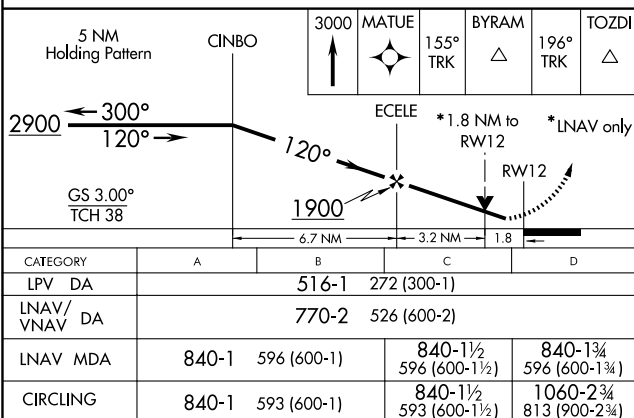


SC-4. 17 DEC 2009 to 14 JAN 2010

ELEV 247



★

MIRL Rwy 12-30 **L**

APP CRS	Rwy Idg	<b>5501</b>
<b>301°</b>	TDZE	<b>247</b>
	Apt Elev	<b>247</b>

## RNAV (GPS) RWY 30

RAYMOND/JOHN BELL WILLIAMS (M16)



Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

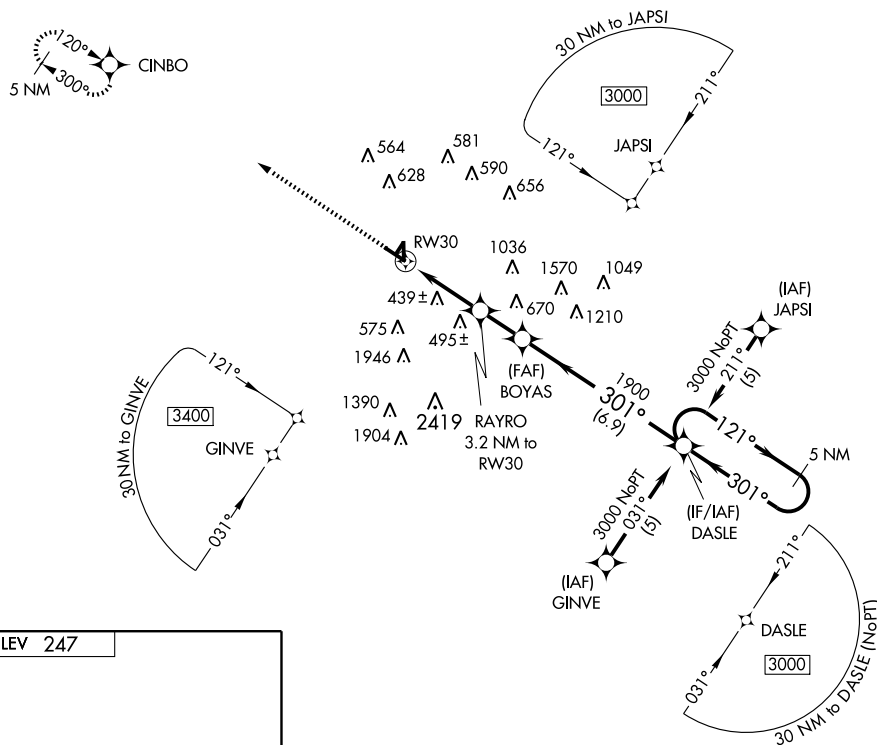


**MISSED APPROACH:** Climb to 3000 direct CINBO and hold.

AWOS-3  
118.675

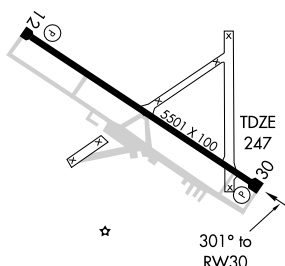
JACKSON APP CON★  
125.25 319.2

UNICOM  
122.8 (CTAF) **L**



SC-4. 17 DEC 2009 to 14 JAN 2010

ELEV 247

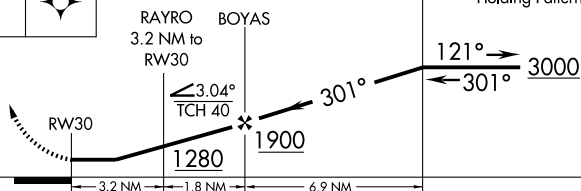


3000



VGSI and descent angles not coincident.

5 NM  
ding Pattern



	3.2 NM		1.8 NM		6.9 NM		
CATEGORY	A		B		C		D
LNAV MDA	700-1		453 (500-1)		700-1¼ 453 (500-1¼)		700-1½ 453 (500-1½)
CIRCLING	800-1		553 (600-1)		800-1½ 553 (600-1½)		1060-2¾ 813 (900-2¾)

MIRL Rwy 12-30 **L**

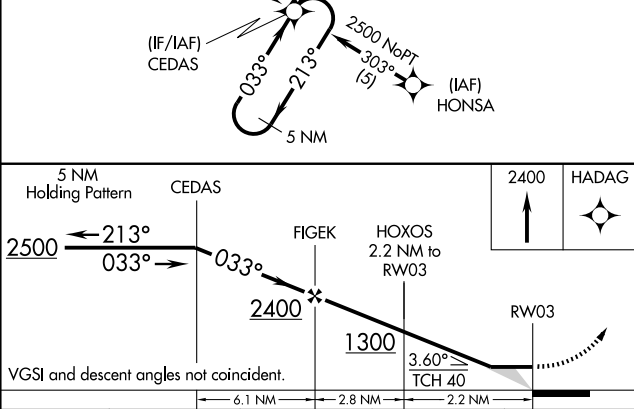
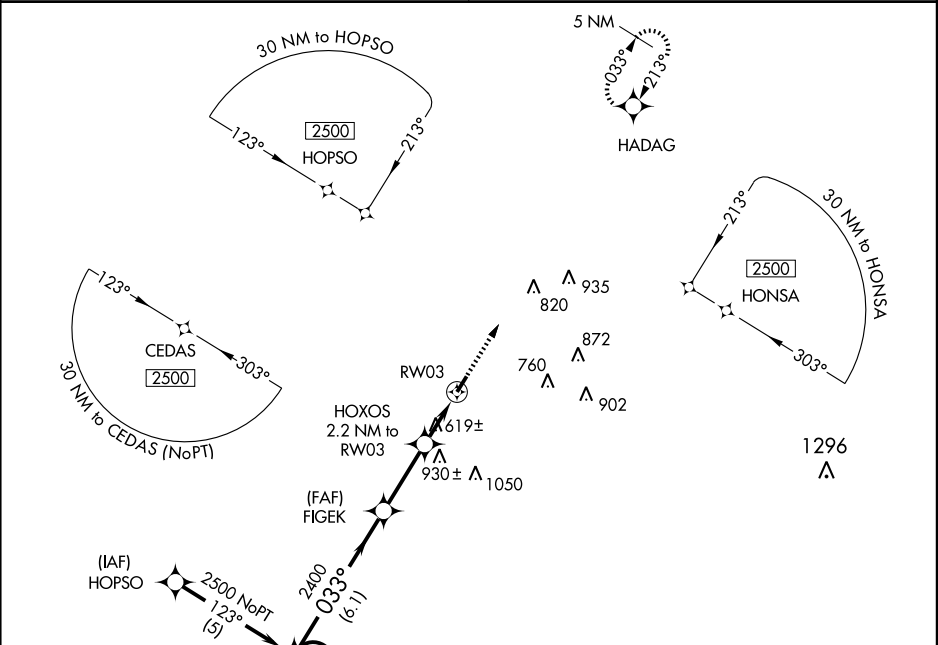
APP CRS	Rwy Idg	4400
033°	TDZE	458
	Apt Elev	467

# RNAV (GPS) RWY 3

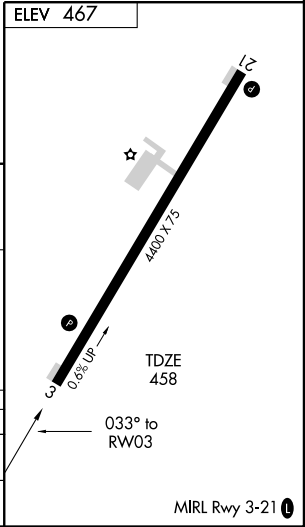
RIPLEY (25M)

<div><div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.</div>	MISSED APPROACH: Climb to 2400 direct HADAG and hold.
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MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



# RNAV (GPS) RWY 21

RIPLEY (25M)

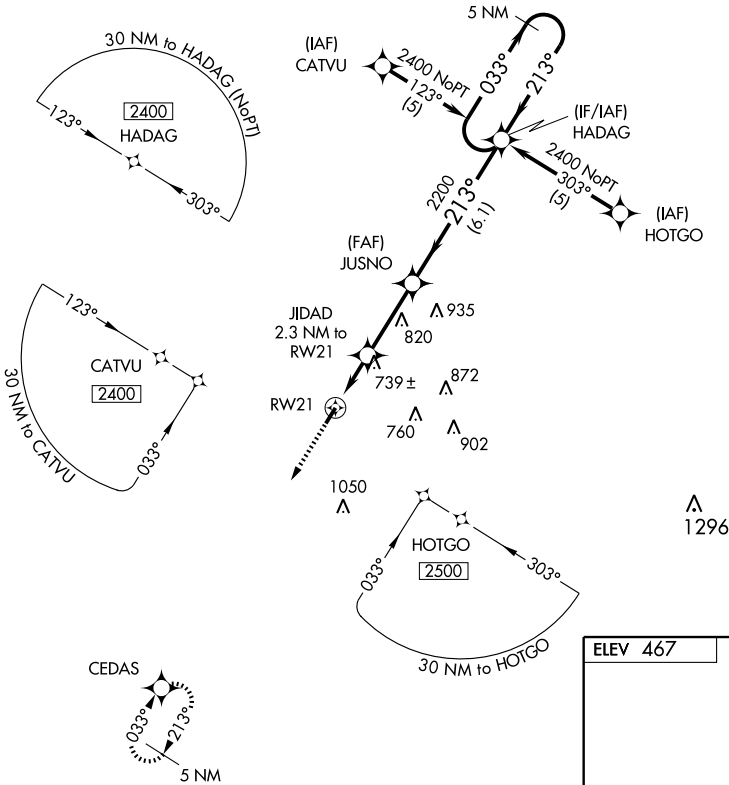
APP CRS	Rwy Idg	4400
213°	TDZE	467
	Apt Elev	467

**NA** DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

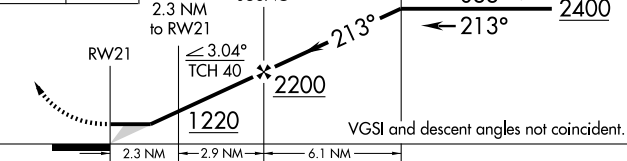
MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER  
135.9 260.6

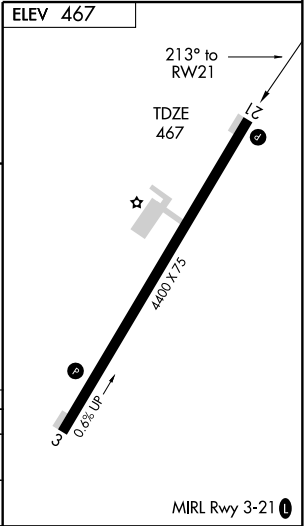
UNICOM  
122.8 (CTAF) **1**



2500	CEDAS
↑	✧



CATEGORY	A	B	C	D
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



VOR/DME-A  
RIPLEY (25M)

VORTAC HLI <b>112.4</b> Chan <b>71</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>467</b>
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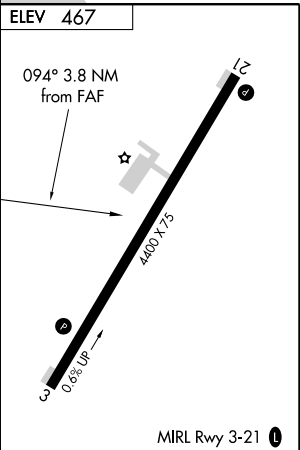
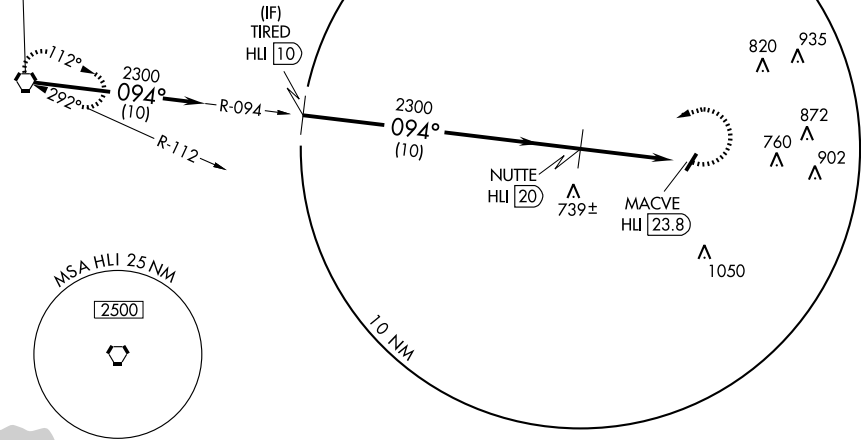
▼ Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER <b>135.9 260.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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Procedure NA for arrivals on HLI VORTAC  
airway radials 045 CW 112.

IAF  
HOLLY SPRINGS  
112.4 HLI  
Chan 71



ELEV 467		3000		Hdg 251° HLI R-094	HLI 112.4
VORTAC		Tired HLI 10	Nutte HLI 20	MACVE HLI 23.8	
2300		094°	2300	2300	094°
Procedure Turn NA		10 NM	10 NM	3.8 NM	
CATEGORY	A	B	C	D	
CIRCLING	1060-1 593 (600-1)	1060-1 ¼ 593 (600-1 ¼)	1080-1 ¾ 613 (700-1 ¾)	1100-2 633 (700-2)	
Knots	60	90	120	150	180
Min:Sec					



VOR or GPS-B

STARKVILLE/ OKTIBBEHA (M51)

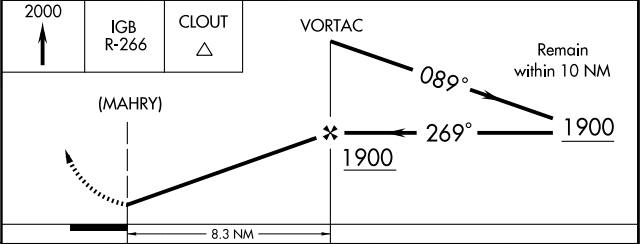
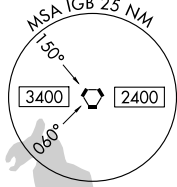
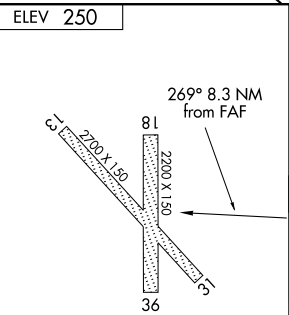
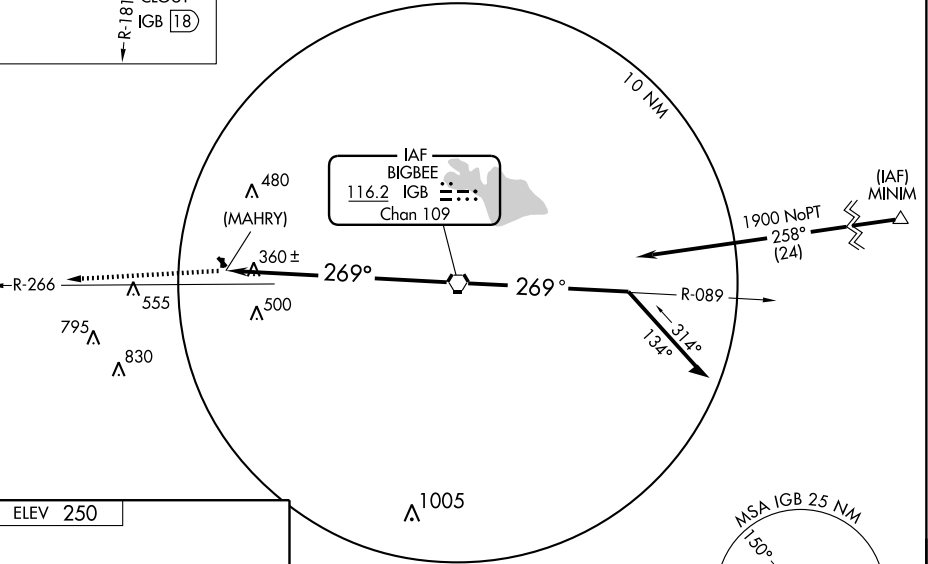
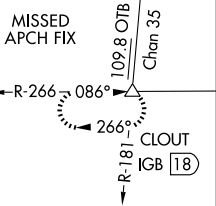
VORTAC IGB	APP CRS	Rwy Idg	N/A
116.2	269°	TDZE	N/A
Chan 109		Apt Elev	250

▼ Use Columbus altimeter setting.  
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★  
135.6 323.275

UNICOM  
122.8 (CTAF)



FAF to MAP 8.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180					
Min:Sec	8:18	5:32	4:09	3:19	2:46	CIRCLING	780-1 530 (600-1)			NA

LOC/DME I-STF  
**109.9**  
Chgn **36**

APP CRS  
360°

Rwy Idg	<b>5550</b>
TDZE	<b>326</b>
Apt Elev	<b>333</b>

LOC/DME RWY 36  
STARKVILLE/GEORGE M. BRYAN (STF)

**T** If local altimeter setting not received, use Golden Triangle  
Rgnl altimeter setting and increase all MDAs 40 feet.

**A NA** DME required. Visibility reduction by helicopters NA.

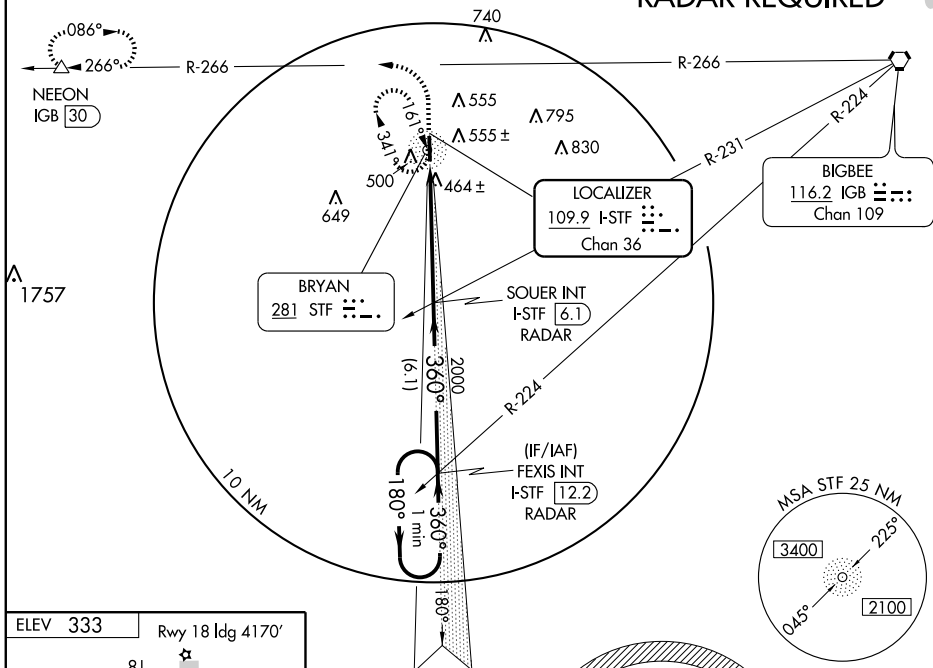
**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

AWOS-3  
118.975

COLUMBUS APP CON ★  
135.6 323.275

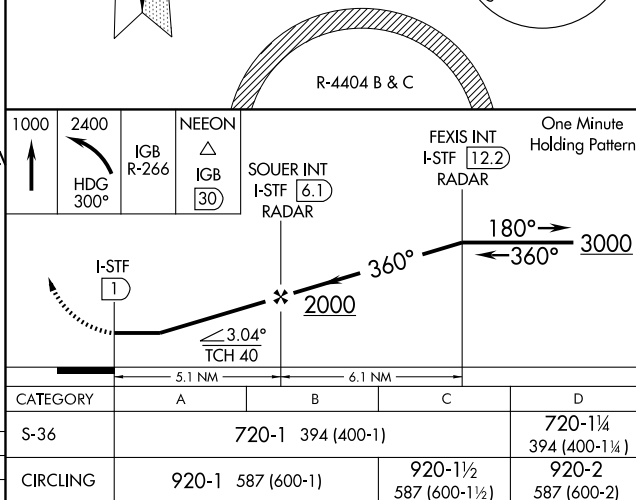
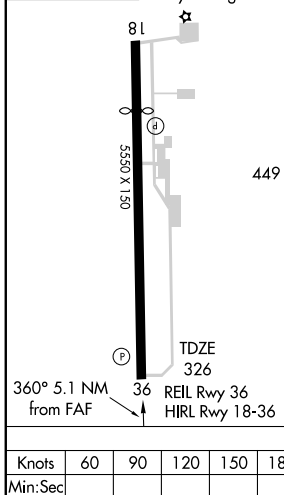
CLNC DEL  
**126.25**UNICOM  
122.7 (CTAF) 

## RADAR REQUIRED



SC-4. 17 DEC 2009 to 14 JAN 2010

ELEV 333	Rwy 18 ldg 4170'
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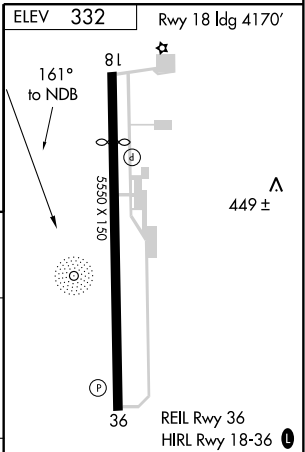
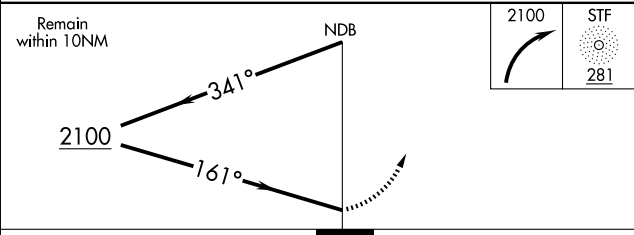
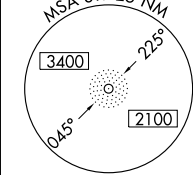
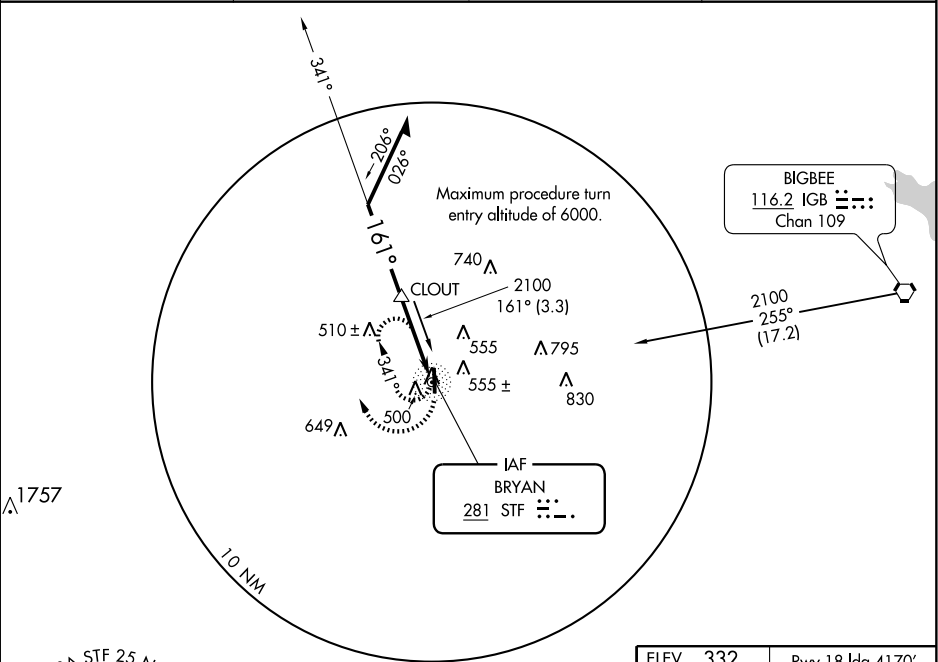


NDB	STF	APP CRS	Rwy Idg	N/A
<u>281</u>		<b>161°</b>	TDZE	N/A
			Apt Elev	<b>332</b>

STARKVILLE/GEORGE M. BRYAN (STF)

 If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.
--	--

AWOS-3 <b>118.975</b>	COLUMBUS APP CON ★ <b>135.6 323.275</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.7</b> (CTAF) 
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	920-1	588 (600-1)	920-1½ 588 (600-1½)	920-2 588 (600-2)	Min:Sec					

APP CRS	Rwy Idg	<b>4170</b>
<b>180°</b>	TDZE	<b>332</b>
	Apt Elev	<b>332</b>

## RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

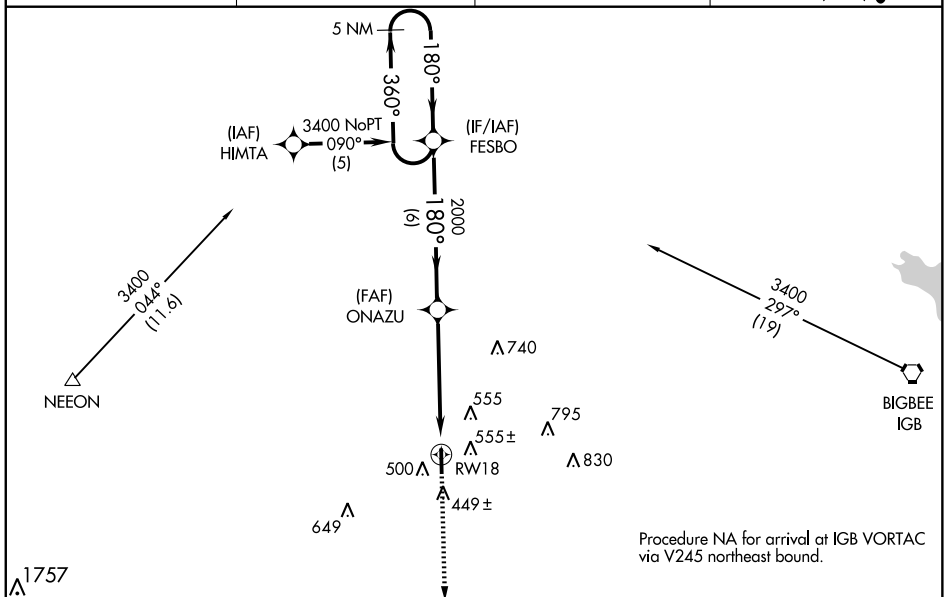

- T** VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 2800  
direct KIMVE and hold.

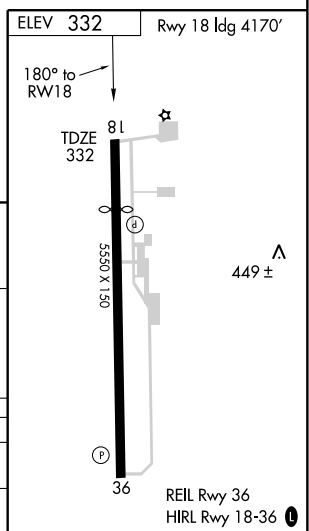
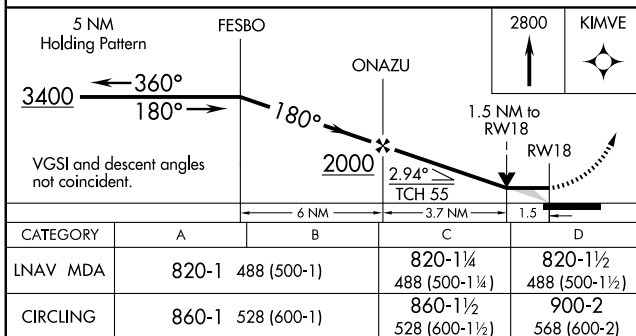
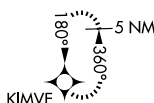
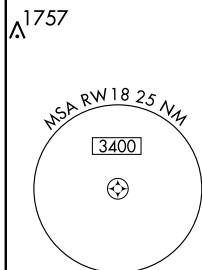
AWOS-3  
118.975

COLUMBUS APP CON ★  
135.6 323.275

CLNC DEL  
**126.25**

UNICOM  
122.7 (CTAF) 

Procedure NA for arrival at IGB VORTAC  
via V245 northeast bound.



WAAS CH <b>53604</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5550</b> <b>326</b> <b>333</b>
--	------------------------	-----------------------------	---

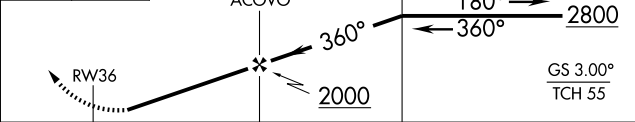
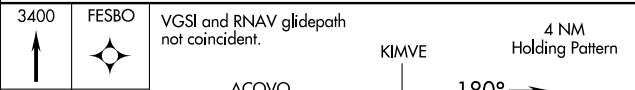
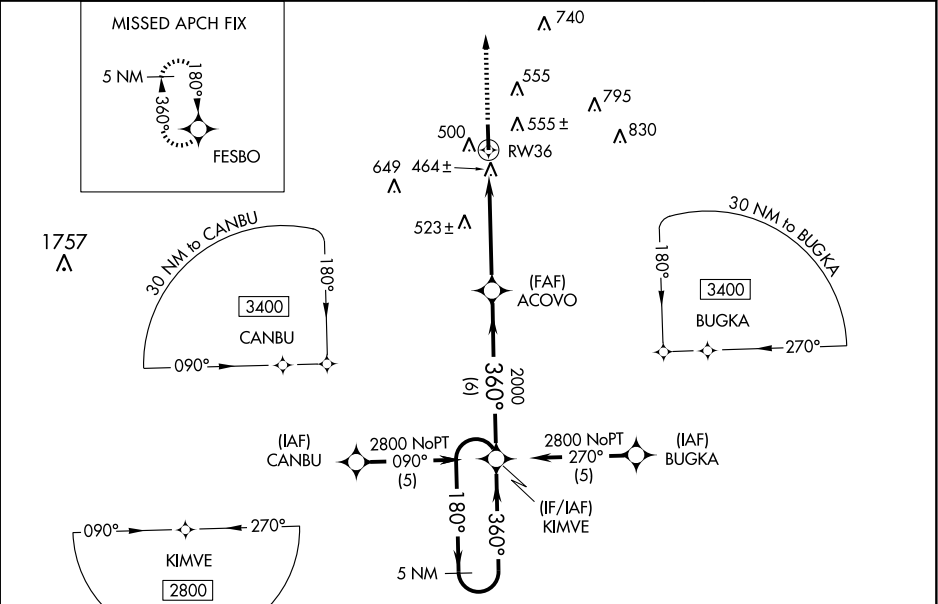
# RNAV (GPS) RWY 36

STARKVILLE/GEORGE M. BRYAN (STF)

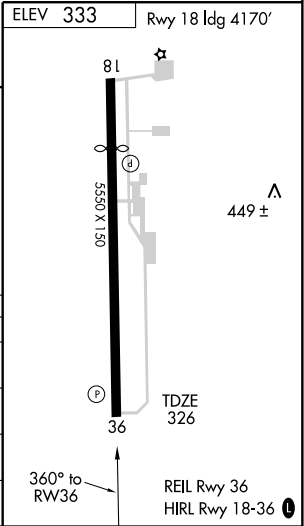
**Baro-VNAV NA** when using Golden Triangle Rgnl altimeter setting.  
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

AWOS-3 <b>118.975</b>	COLUMBUS APP CON★ <b>135.6 323.275</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	743-1½ 417 (500-1½)			
LNAV VNAV / DA	771-1½ 445 (500-1½)			
LNAV MDA	820-1 494 (500-1)	820-1¼ 494 (500-1¼)	820-1½ 494 (500-1½)	
CIRCLING	920-1 587 (600-1)	920-1½ 587 (600-1½)	920-2 587 (600-2)	





LOC/DME I-UTA <b>110.95</b> Chan <b>46(Y)</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>194</b> <b>194</b>
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# ILS or LOC RWY 35

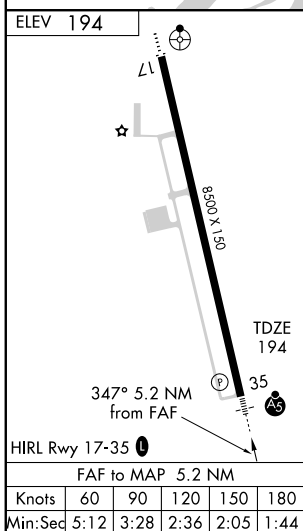
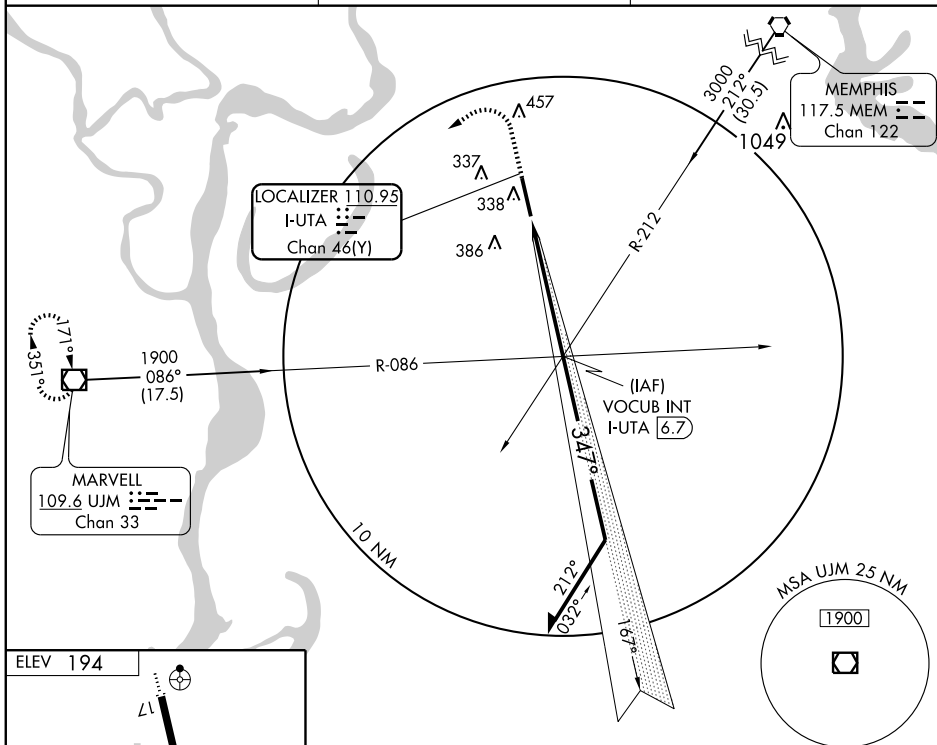
## TUNICA MUNI (UTA)

▼ If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.  
 ▲ VDP NA with Memphis altimeter setting.



MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 <b>118.075</b>	MEMPHIS APP CON <b>119.1 291.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 194	700	1900	UJM	VOCUB INT I-UTA [6.7]	Remain within 10 NM
347° 5.2 NM from FAF	347°	347°	347°	347°	347°
HIRL Rwy 17-35	0.9 NM	4.3 NM	1900	1900	1900
FAF to MAP 5.2 NM	0.9 NM	4.3 NM	1900	1900	1900
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44
CATEGORY	A	B	C	D	
S-ILS 35	394-½	200 (200-½)			
S-LOC 35	540-½	346 (400-½)			540-¾ 346 (400-¾)
CIRCLING	680-1	486 (500-1)	680-½ 486 (500-½)		760-2 566 (600-2)

DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.  
VDP NA when using Memphis Intl altimeter setting.

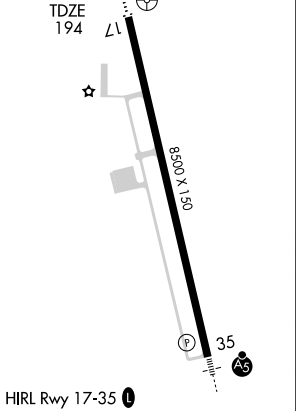
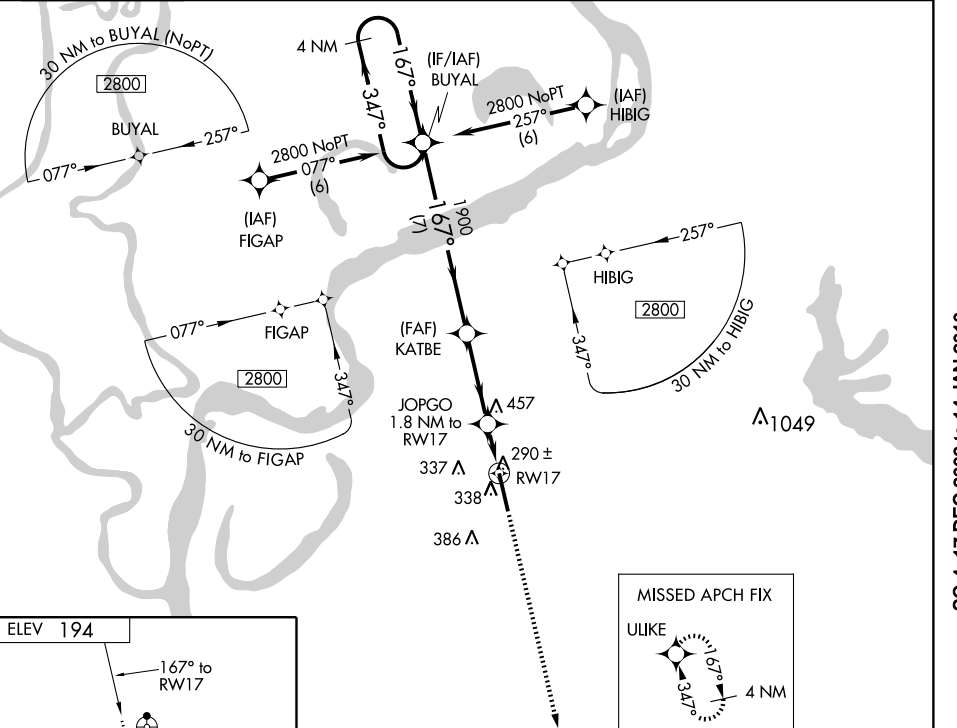
**ODALS**

**MISSED APPROACH:** Climb to 2800 direct ULIKE and hold.

AWOS-3  
**118.075**

MEMPHIS APP CON  
**119.1 291.6**

UNICOM  
**123.0 (CTAF)**



<div> <div>4 NM Holding Pattern</div> <div>BUYAL</div> <div>KATBE</div> <div>JOPGO 1.8 NM to RW17</div> <div>* 1.2 NM to RW17</div> <div>RW17</div> <div>2800</div> <div>347°</div> <div>167°</div> <div>167°</div> <div>1900</div> <div>* 820</div> <div>GS 3.00° TCH 50</div> <div>7 NM</div> <div>3.3 NM</div> <div>0.6</div> <div>1.2 NM</div> <div>2800</div> <div>ULIKE</div> <div>* LNAV only</div> </div>				
CATEGORY	A	B	C	D
LPV DA	394-1		200 (200-1)	
LNAV MDA	640-1 446 (500-1)		640-1¼ 446 (500-1¼)	640-1½ 446 (500-1½)
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

SC-4.17 DEC 2009 to 14 JAN 2010



▼

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.

▲

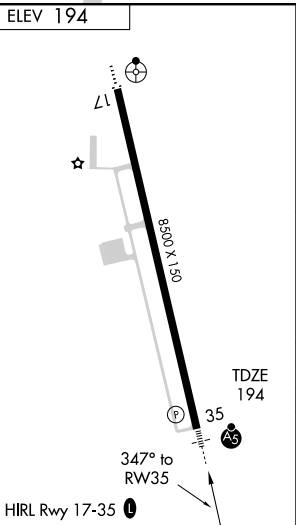
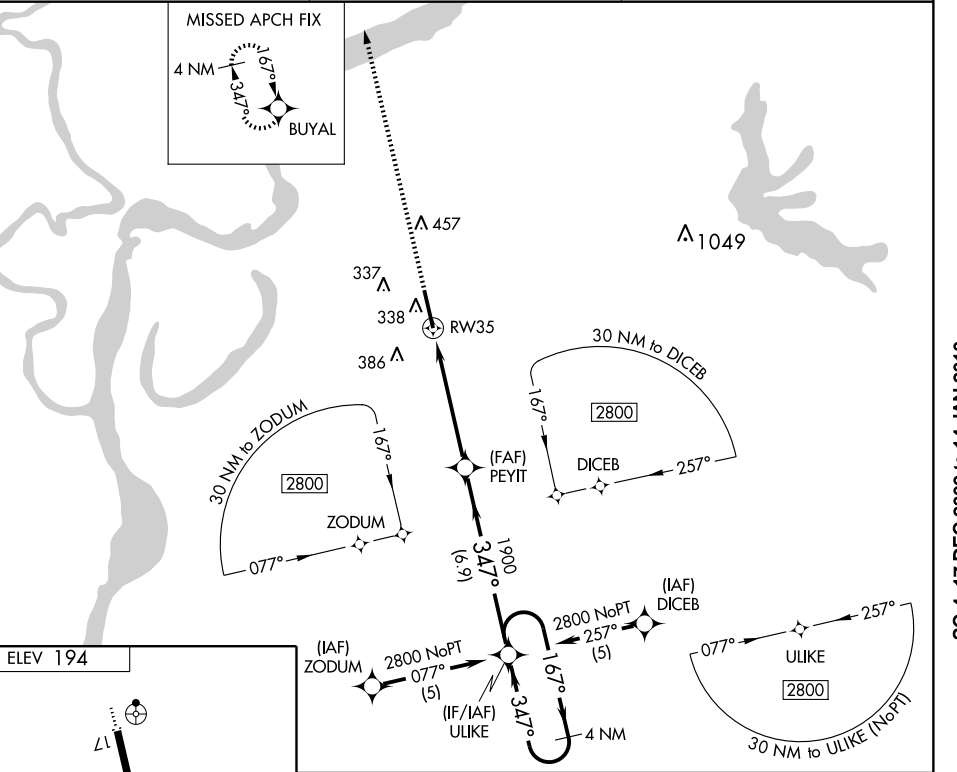
For inoperative MALSR, increase LPV alt visibility to ¾ and LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH:

Climb to 2800 direct BUYAL and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	UNICOM 123.0 (CTAF) 0
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2800	BUYAL	*LNAV only	ULIKE	4 NM Holding Pattern
		*1 NM to RWY 35	PEYIT	167° → 2800
		1 NM	4.1 NM	← 347°
				1900
				GS 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	450-½ 256 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	560-½ 366 (400-½)			560-1 366 (400-1)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

# AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)  
TUPELO, MISSISSIPPI

ASOS  
133.525  
TUPELO TOWER ★  
118.775 254.275  
GND CON  
121.825 254.275

ELEV  
342

81

180.7°

6500 X 150

34°16.5' N

VAR 0.8° W

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1 W

34°16.0' N

RWY 18-36  
S90, D135, DT150

TWR  
423

444

000.7°

FIELD  
ELEV  
346

36

34°15.5' N

88°46.5' W

88°46.0' W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

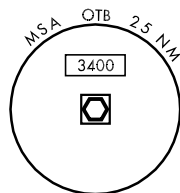
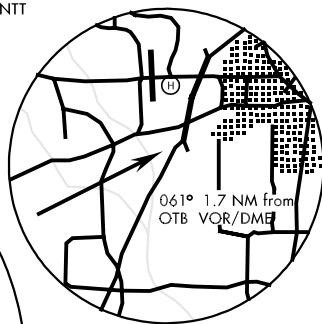
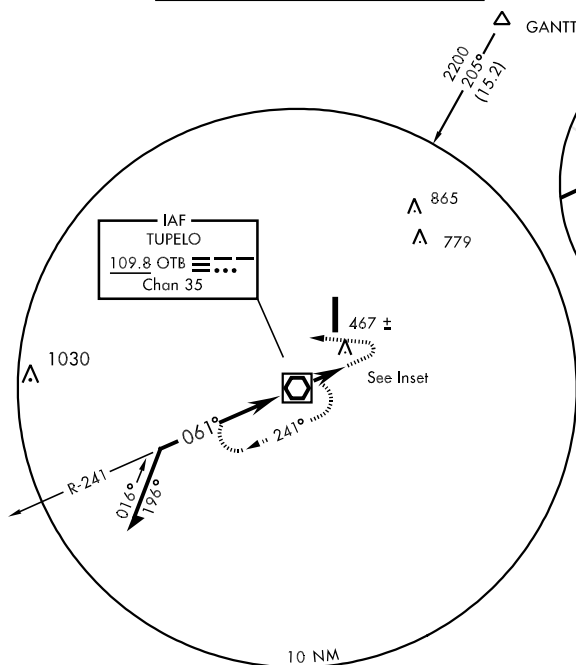
VOR/DME OTB <b>109.8</b> Chan <b>35</b>	APCH CRS <b>061°</b>	Rwy Idg TDZE Arpt Elev <b>346</b>	<b>N/A</b> <b>N/A</b>
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AL-854 [USA]

TUPELO REGIONAL (KTUP)

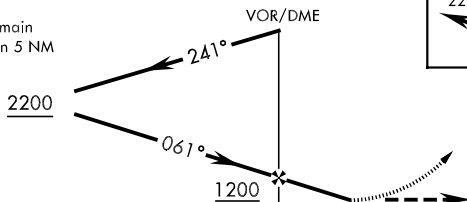
▲ NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

MEMPHIS CENTER  
**128.5 279.55**TUPELO TOWER ★  
**118.775** (CTAF) **0 254.275**GND CON  
**121.825 254.275**ASOS  
**133.525**

RADAR REQUIRED

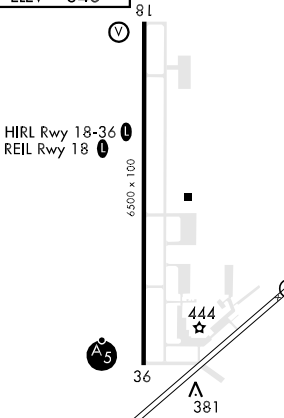
COPTER ONLY

From MAP proceed visually Northeast along  
NATCHEZ TRACE PARKWAY to airportRemain  
within 5 NM

2200

OTB

ELEV 346



FAF to MAP 1.7 NM

CATEGORY

COPTER

H-061°

740-1 370 (400-1)

Knots

45

60

75

90

105

Min:Sec

2:16

1:42

1:22

1:08

:59

TUPELO, MISSISSIPPI

34°16'N-88°46'W

TUPELO REGIONAL (KTUP)

Amdt 5A 09071

COPTER VOR 061°

LOC I-TUP  
**108.5**  
Chan **22**

APP CRS  
359°

Rwy Idg	<b>6500</b>
TDZE	<b>346</b>
Apt Elev	<b>346</b>

ILS or LOC RWY 36  
TUPELO RGNL (TUP)

TUPELO RGNL (TUP)

**A** ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats. C and D visibility ½ mile and Circling Cat. D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats. visibility ½ mile.

MALS-R



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

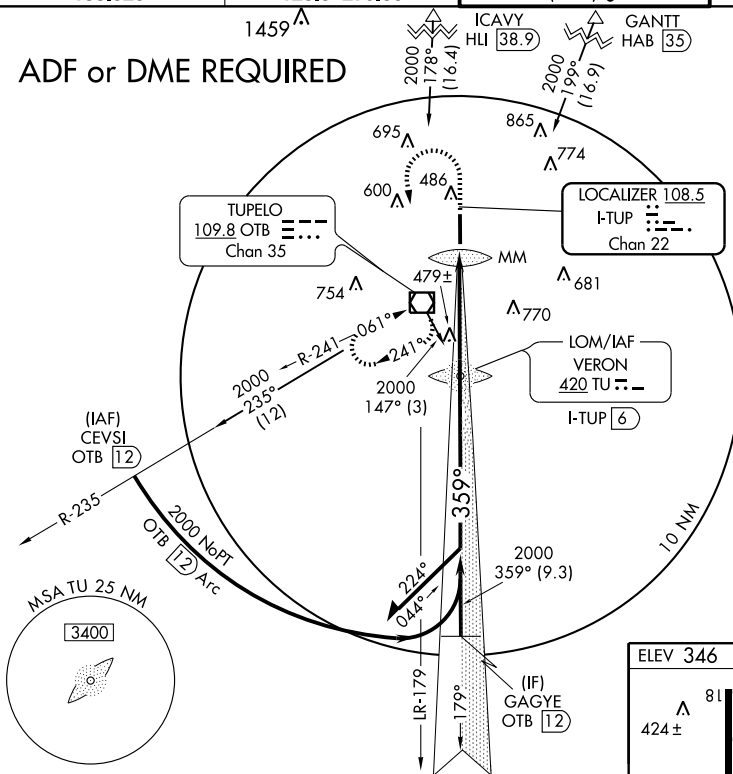
ASOS  
**133,525**

MEMPHIS CENTER  
128.5 279.55

TUPELO TOWER★  
 118.775 (CTAF) **L** 254.275

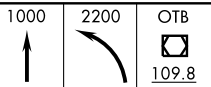
GND CON  
121.825 254.275

ADF or DME REQUIRED



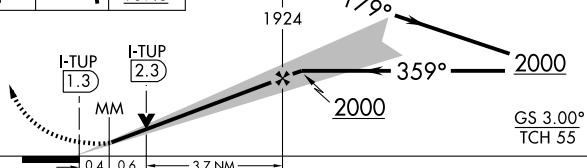
ALTERNATE MISSED  
APCH FIX

VERON  
420 TU ..  
I-TUP 6



VERNON LOM  
I-TUP (6)

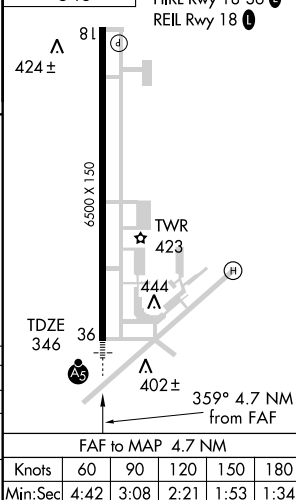
Remain  
within 10 NM



CATEGORY	A	B	C	D
S-ILS 36		546- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )	
S-LOC 36		740- $\frac{1}{2}$	394 (400- $\frac{1}{2}$ )	740- $\frac{3}{4}$ 394 (400- $\frac{3}{4}$ )
CIRCLING	800-1	454 (500-1)	800- $\frac{1}{2}$ 454 (500- $\frac{1}{2}$ )	900-2 554 (600-2)

ELEV 346

HIRL Rwy 18-36 **L**  
REIL Rwy 18 **L**





WAAS CH <b>77712</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg <b>6500</b> TDZE <b>344</b> Apt Elev <b>346</b>
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RNAV (GPS) RWY 18  
TUPELO RGNL (TUP)

**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility  $\frac{1}{2}$  mile, LNAV/VNAV all Cats.  $\frac{1}{4}$  mile, LNAV Cat. C  $\frac{1}{2}$  mile, Cat. D  $\frac{1}{4}$  mile and Circling Cat. D  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-15^{\circ}\text{C}$  ( $5^{\circ}\text{F}$ ) or above  $48^{\circ}\text{C}$  ( $118^{\circ}\text{F}$ ). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

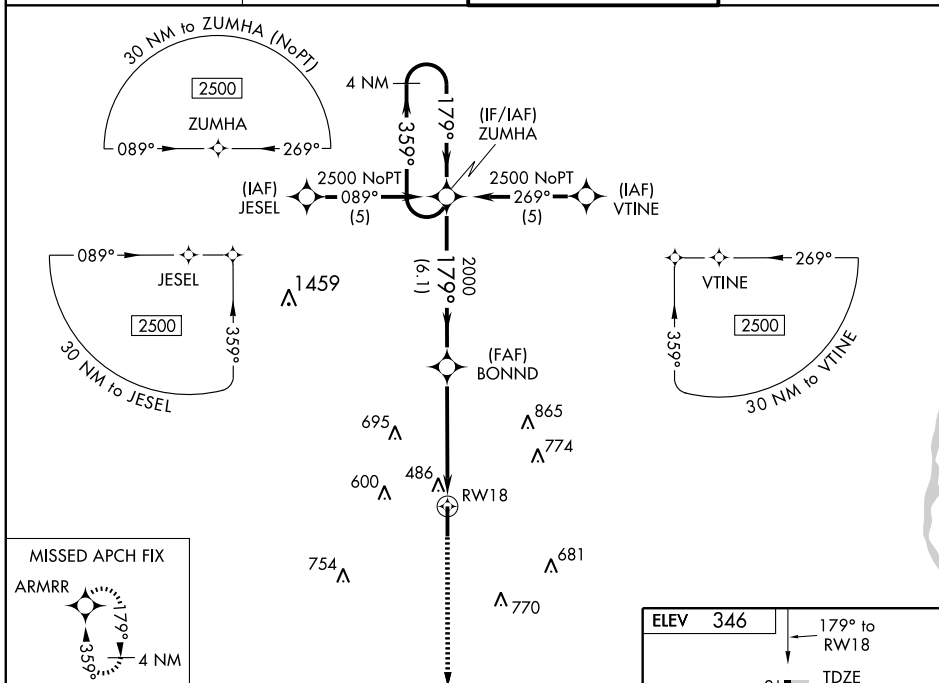
**MISSED APPROACH:** Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS  
133.525

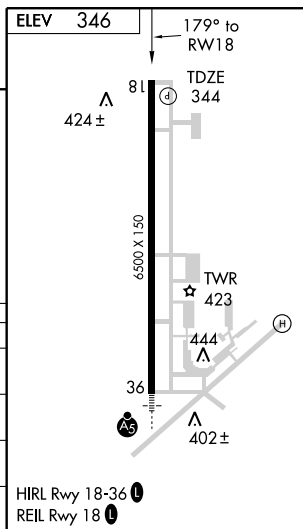
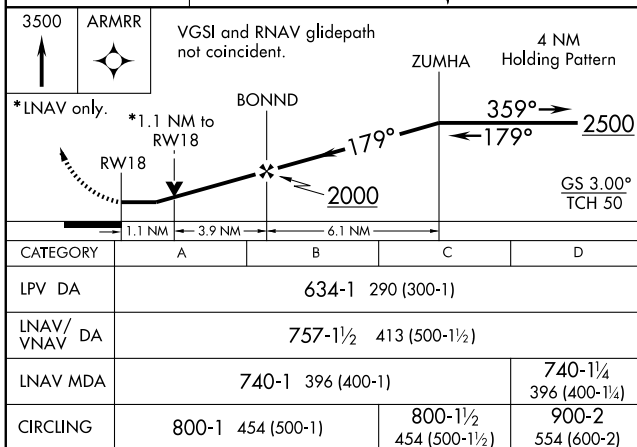
MEMPHIS CENTER  
128.5 279.55

TUPELO TOWER ★  
 118.775 (CTAF) **L** 254.275

GND CON  
121.825 254.275



SC-4, 17 DEC 2009 to 14 JAN 2010



WAAS CH <b>93712</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg <b>6500</b> TDZE <b>346</b> Apt Elev <b>346</b>
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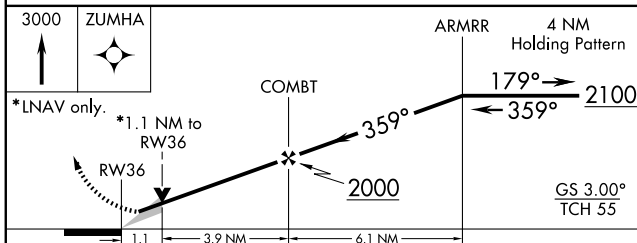
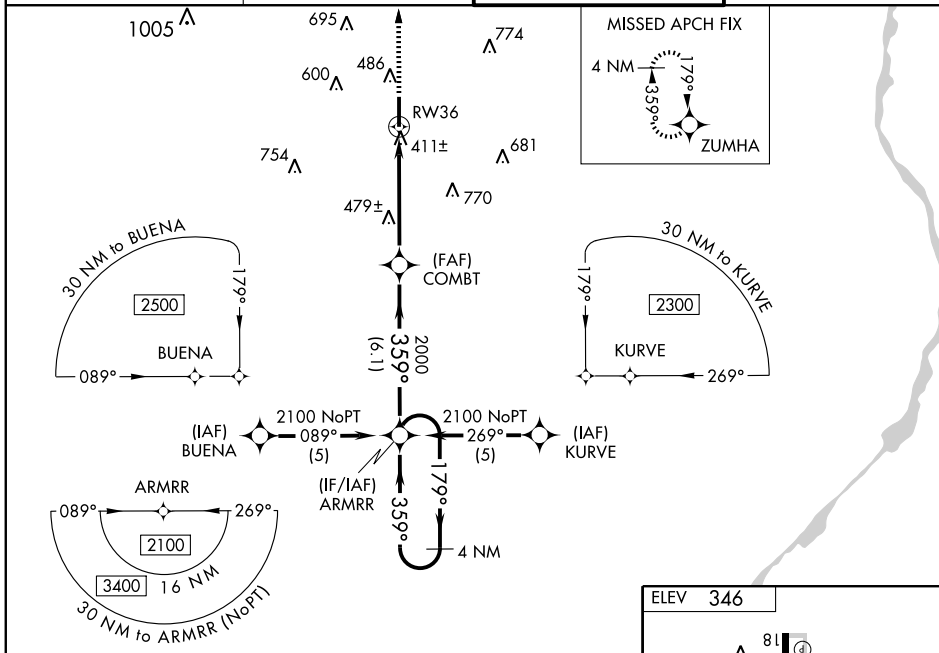
RNAV (GPS) RWY 36  
TUPELO RGNL (TUP)

**A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility  $\frac{1}{4}$  mile, LNAV Cat. C  $\frac{1}{2}$  mile, Cat. D  $\frac{1}{4}$  mile and Circling Cat. D  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility  $\frac{1}{2}$  mile, and LNAV Cat. D visibility  $\frac{1}{4}$  mile.

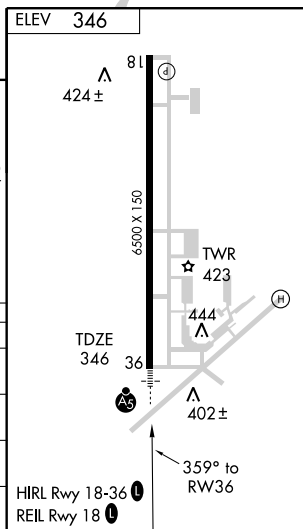
MALSR  
A5

**MISSED APPROACH:**  
Climb to 3000 direct  
ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/VNAV DA	692-¾ 346 (400-¾)			
LNAV MDA	740-½ 394 (400-½)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)



VOR/DME OTB <b>109.8</b> Chan <b>35</b>	APP CRS <b>198°</b>	Rwy Idg <b>6500</b> TDZE <b>345</b> Apt Elev <b>346</b>
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VOR/DME RWY 18  
TUPELO RGNL (TUP)

**MISSED APPROACH:** Climbing right turn to 2000  
via OTB R-018 to PYUP 8.3 DME and hold.

ASOS  
133,525

MEMPHIS CENTER  
128.5 279.55

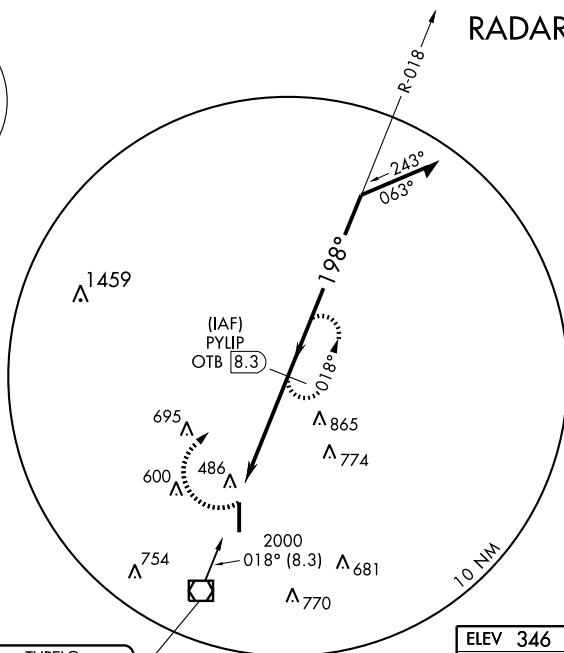
TUPELO TOWER ★  
118.775 (CTAF) 254.275

GND CON  
121.825 254.275

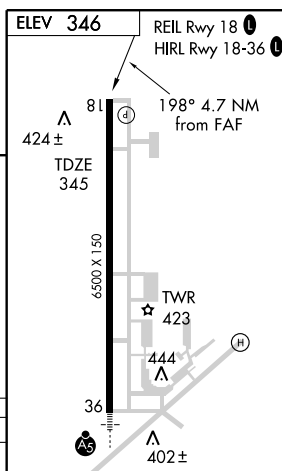
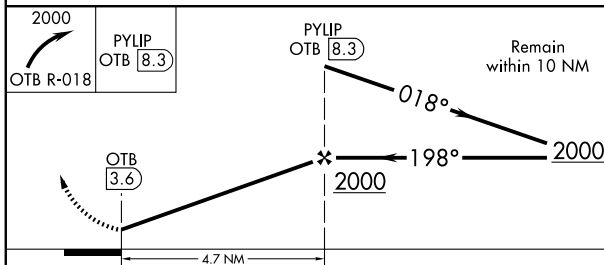
MSA OTB 25 NM

3400

## RADAR REQUIRED



TUPELO  
109.8 OTB **==...**  
Chan 35





NDB VKS	APP CRS	Rwy Idg	4700
382	020°	TDZE	103
		Apt Elev	106

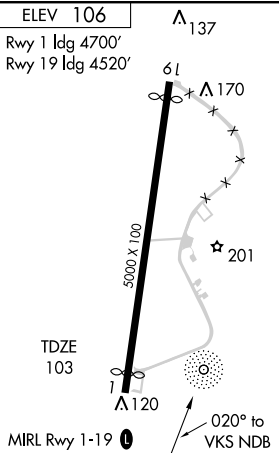
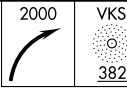
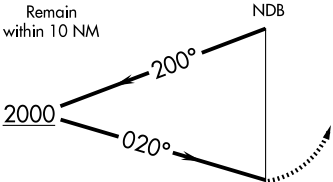
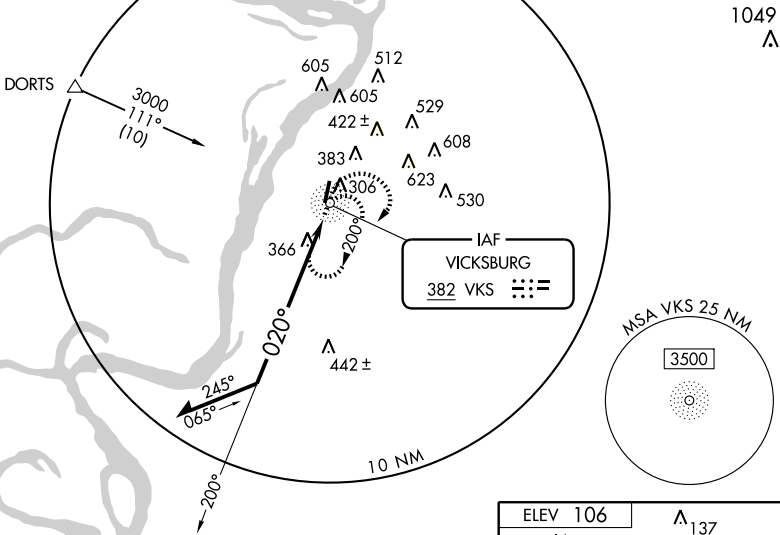
NDB RWY 1  
VICKSBURG MUNI (VKS)

Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in VKS NDB holding pattern.

MEMPHIS CENTER  
132.5 259.1

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-1	800-1 697 (700-1)		800-2 697 (700-2)	800-2¼ 697 (700-2¼)
CIRCLING	800-1 694 (700-1)		800-2 694 (700-2)	1060-3 954 (1000-3)
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS				
S-1	820-1 717 (800-1)		820-2 717 (800-2)	820-2¼ 717 (800-2¼)
CIRCLING	820-1 714 (800-1)		820-2 714 (800-2)	1100-3 994 (1000-3)

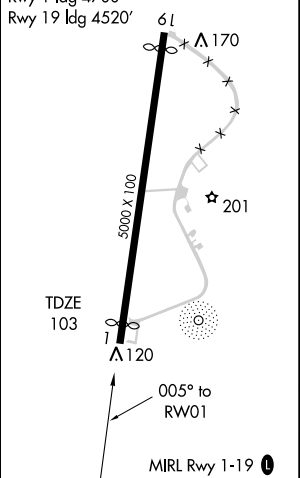
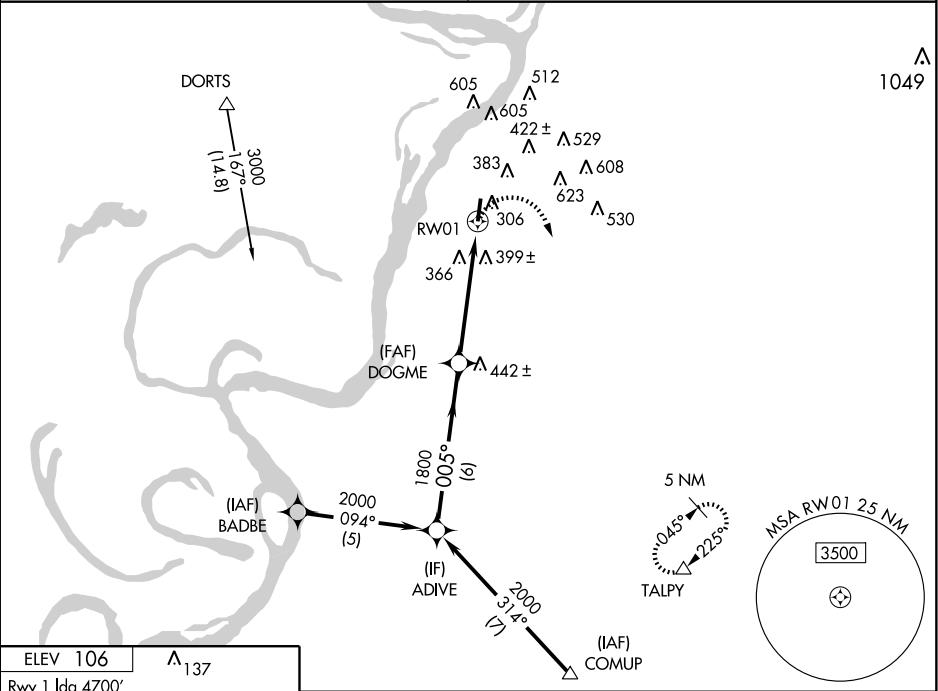
Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	4700
005°	TDZE	103
	Apt Elev	106

RNAV (GPS) RWY 1  
VICKSBURG MUNI (VKS)

<div>▼</div> <div>▲ NA</div>	DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.
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MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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ADIVE		DOGME		RW01	
2000		1800		3000	
Procedure Turn NA		3.05° TCH 35		TALPY	
6 NM		3.6 NM		1.6 NM	
CATEGORY	A	B	C	D	
RNAV MDA	660-1	557 (600-1)	660-1½ 557 (600-1½)	660-1¾ 557 (600-1¾)	
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	1060-3 954 (1000-3)	
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS					
RNAV MDA	680-1	577 (600-1)	680-1½ 577 (600-1½)	680-1¾ 577 (600-1¾)	
CIRCLING	740-1	634 (700-1)	740-1¾ 634 (700-1¾)	1100-3 994 (1000-3)	

▼

Use Columbus AFB altimeter setting.

▲ NA

GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★

135.6 323.275

CTAF

122.9

ELEV 205

180° to RW18

TDZE 205

81

3850 X 75

36

1000

2500

CLOUT

USNIF

UMPOW

4 NM Holding Pattern

360°

180°

2500

RW18

180°

2000

3.00° TCH 40

5.5 NM

5 NM

CATEGORY	A	B	C	D
GLS DA	NA			
LNAB/VNAV DA	NA			
LNAB MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

MIRL Rwy 18-36

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	<b>3850</b>
<b>360°</b>	TDZE	<b>203</b>
	Apt Elev	<b>205</b>

# RNAV (GPS) RWY 36

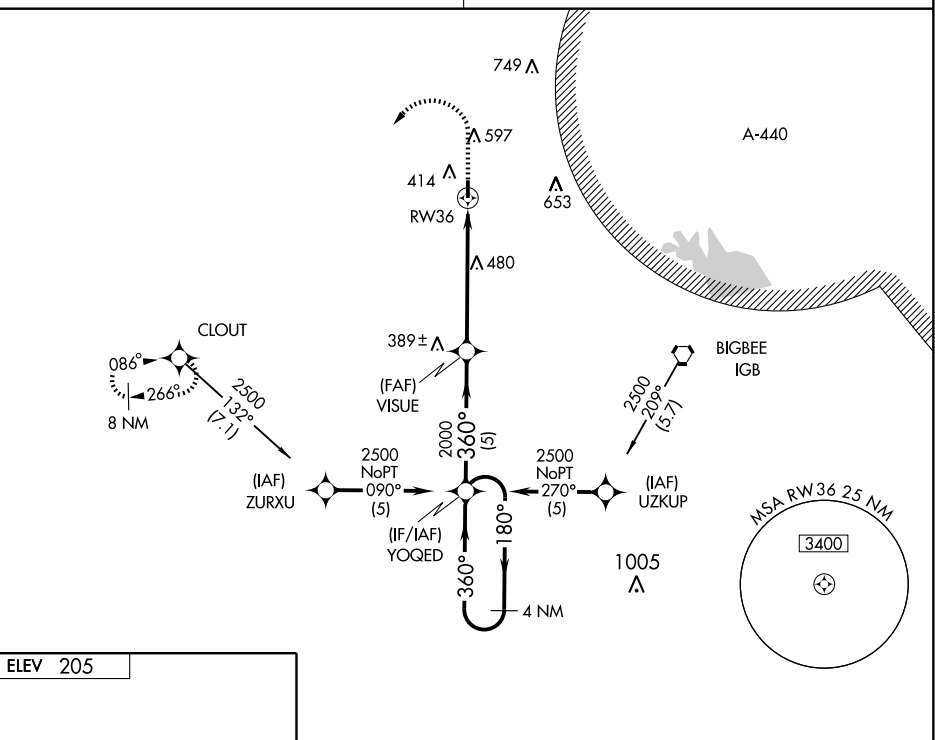
WEST POINT/MCCHAREN FIELD (M83)

**▽** Use Columbus AFB altimeter setting.  
**△NA** DME/DME RNP-0.3 NA.

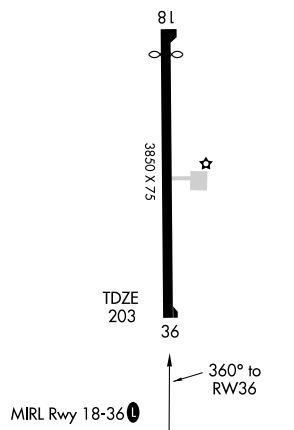
**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

**COLUMBUS APP CON ★**  
**135.6 323.275**

**CTAF**  
**122.9 0**



**ELEV 205**



	4 NM Holding Pattern		YOQED	1000	2500	CLOUT
	2500 ← 180°		360° →			
			2000	360°	3.02°	TCH 40
			5 NM	5.5 NM		RW36
CATEGORY	A		B	C	D	
GLS DA			NA			
LNAV/VNAV DA			NA			
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)		NA	
CIRCLING	920-1 715 (800-1)		1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)		NA



VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>205</b>
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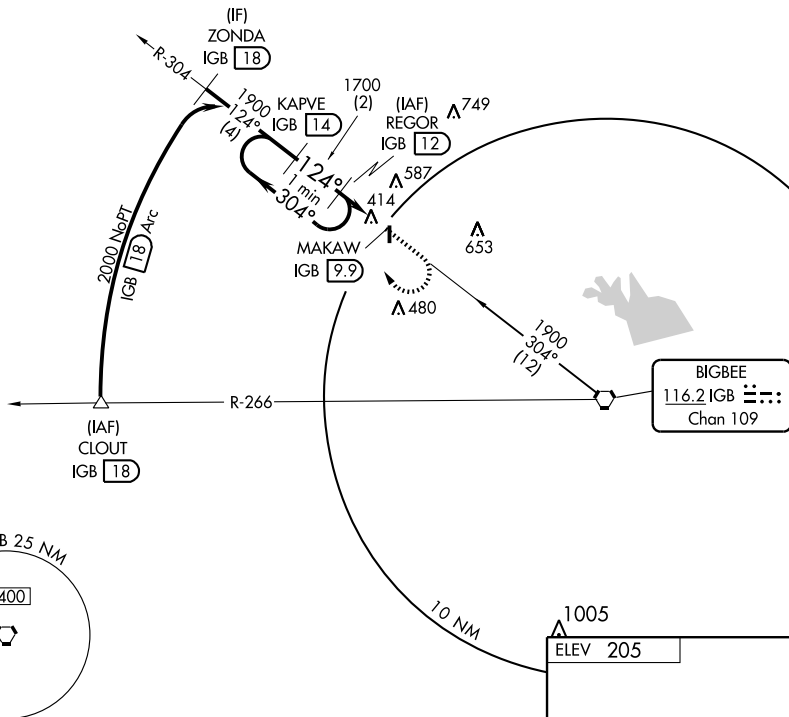
VOR/DME-B

WEST POINT/MCCHAREN FIELD (M83)

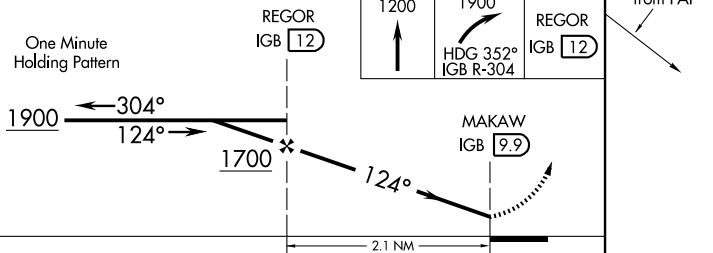
<b>T</b>	Obtain local altimeter setting on CTAF; when not
<b>A</b> NA	received, use Golden Triangle Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★  
135.6 323.275

CTAF  
122.9 **L**

## One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1 715 (800-1)	920-2 715 (800-2)	NA	

MIRL Rwy 18-36 **L**

APP CRS	Rwy Idg	<b>4000</b>
<b>030°</b>	TDZE	<b>360</b>
	Apt Elev	<b>364</b>

# RNAV (GPS) RWY 3

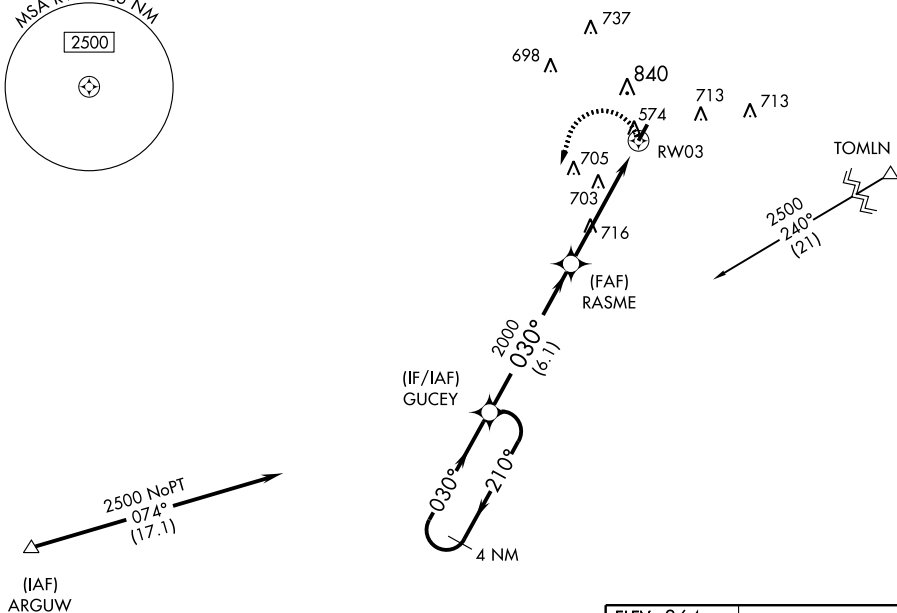
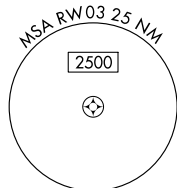
## WINONA-MONTGOMERY COUNTY (5A6)

<p>▼ Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.</p> <p>▲ NA Procedure NA at night. Circling NA NW of Rwy 3-21.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.</p>
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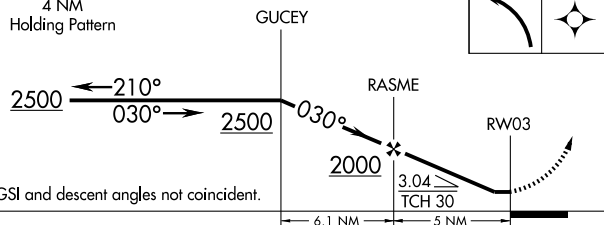
GRENADA AWOS  
118.025

MEMPHIS CENTER  
128.5 279.55

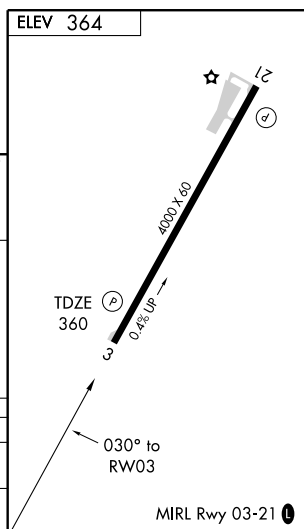
CTAF  
122.9 **L**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1100-1	740 (800-1)	1100-2 740 (800-2)	NA
CIRCLING	1100-1	736 (800-1)	1100-2 736 (800-2)	NA



APP CRS  
**210°**

Rwy Idg **4000**  
TDZE **364**  
Apt Elev **364**

**RNAV (GPS) RWY 21**

WINONA-MONTGOMERY COUNTY (5A6)



NA

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.  
Procedure NA at night. Circling NA NW of Rwy 3-21.

MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

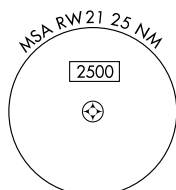
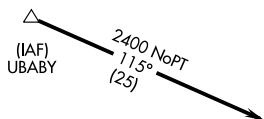
GRENADA AWOS

**118.025**

MEMPHIS CENTER

**128.5 279.55**

CTAF

**122.9 0**

ELEV 364

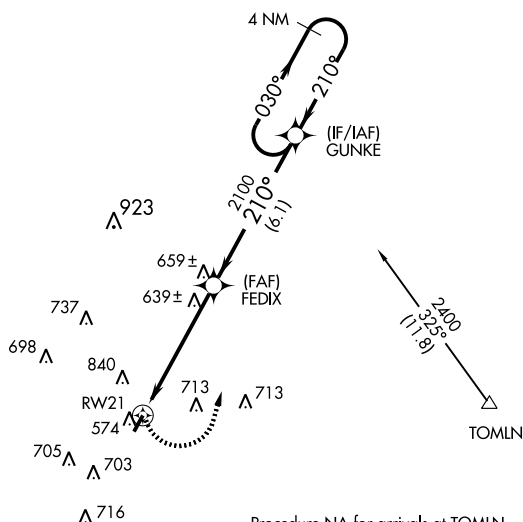
210° to  
RW21TDZE  
364

4000x60

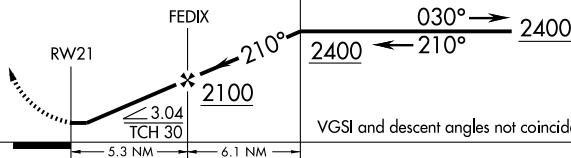
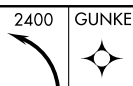
0.4% UP

2

3



Procedure NA for arrivals at TOMLN via V278 eastbound.



VGS and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$ )	NA

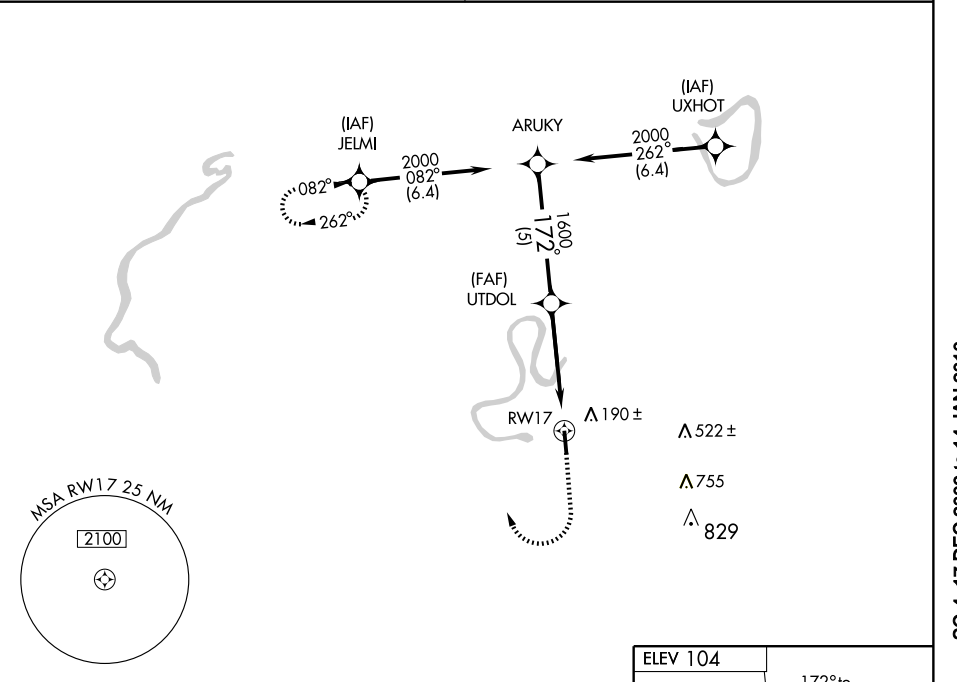


NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

MEMPHIS CENTER  
 132.5 259.1

UNICOM  
 122.8 (CTAF)



1000
 2000
 JELMI

ARUKY
 UTDOL
 RWY 17

Procedure Turn NA

2000
 172°
 1600

5 NM
 4.6 NM

CATEGORY	A	B	C	D
S-17	600-1 496 (500-1)		600-1¼ 496 (500-1¼)	NA
CIRCLING	640-1 536 (600-1)		640-1½ 536 (600-1½)	NA

ELEV 104

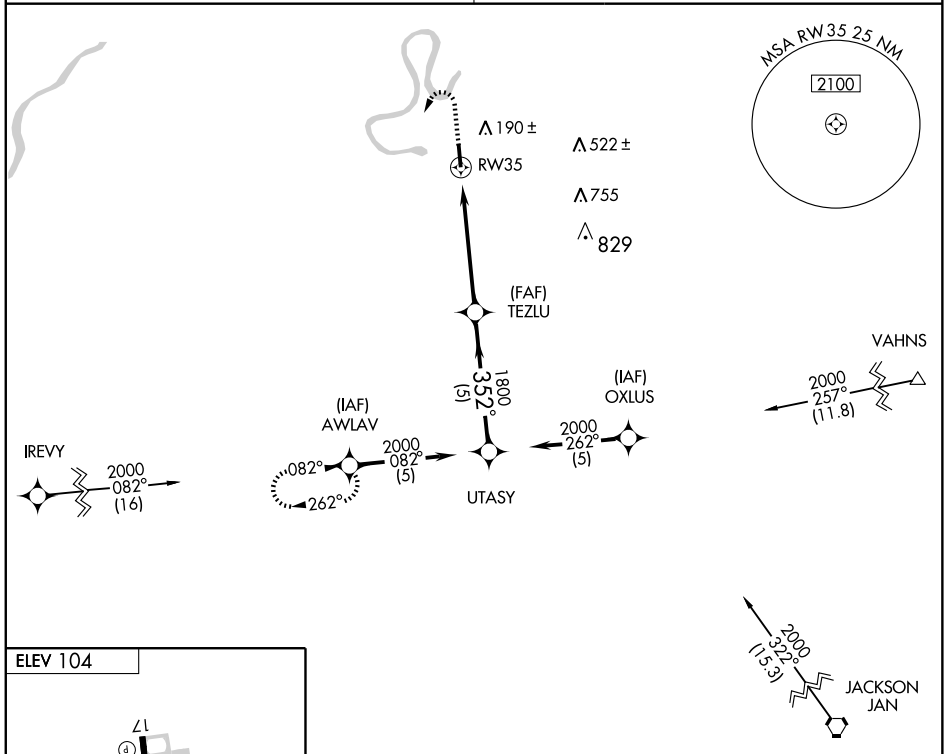
172° to RWY 17
 ZL
 TDZE 104
 5000'
 35

MRL Rwy 17-35

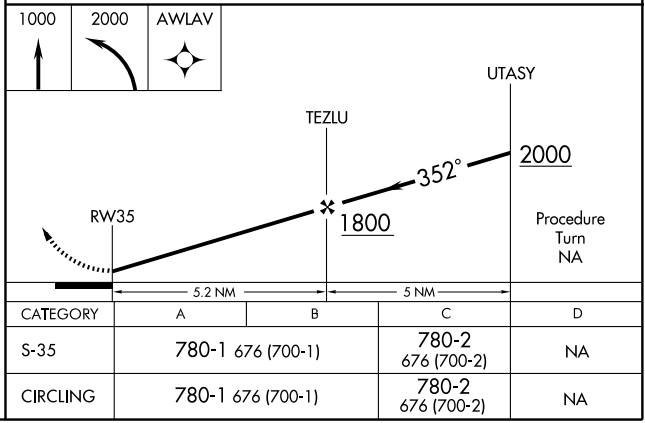
SC-4, 17 DEC 2009 to 14 JAN 2010

**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

UNICOM  
122.8 (CTAF) **L**



SC-4. 17 DEC 2009 to 14 JAN 2010



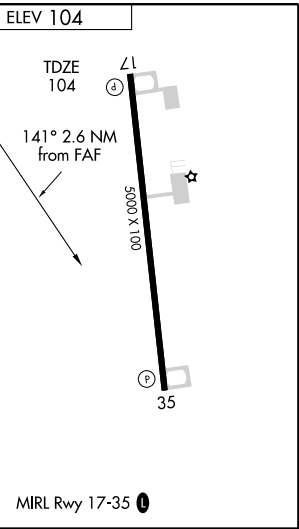
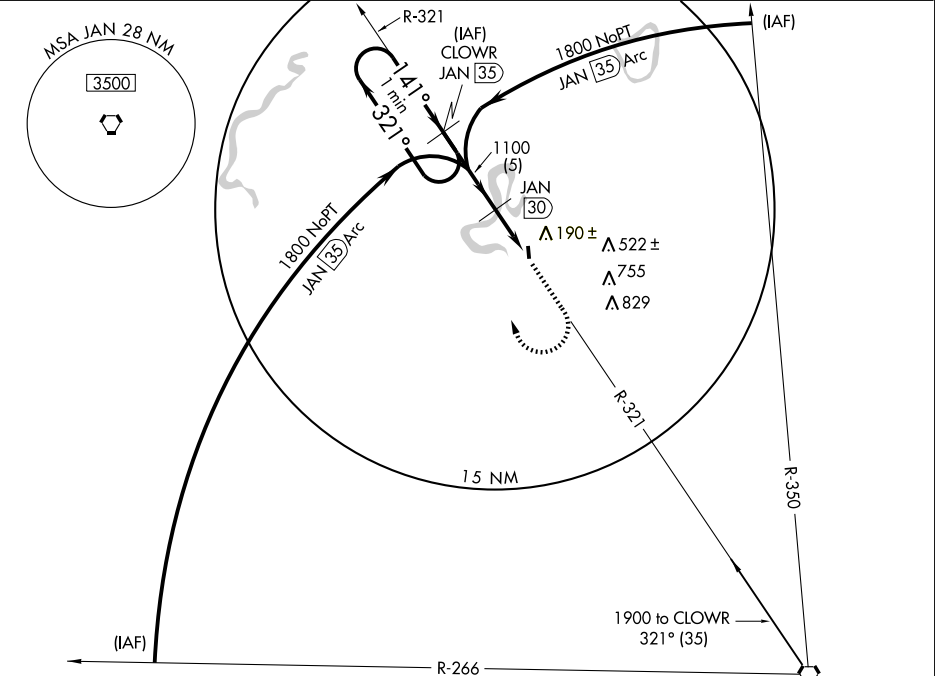
VORTAC JAN	APP CRS	Rwy Idg	5000
112.6	141°	TDZE	104
Chan 73		Apt Elev	104

AL-6977 (FAA)

VOR/DME RWY 17  
YAZOO COUNTY (87I)

▲ NA Use Jackson altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.
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MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern		CLOWR JAN 35	JAN 30	JAN 27.4
1800		321°	141°	1100
		141°		
		5 NM	2.6 NM	
CATEGORY	A	B	C	D
S-17	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)
CIRCLING	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)

SC-4. 17 DEC 2009 to 14 JAN 2010